

Staff Summary Report



Development Review Commission Date: 06/12/07

Agenda Item Number: 9

SUBJECT: Hold a public hearing for a Zoning Map Amendment, Planned Area Development Overlay and Development Plan Review for 4455 RURAL located at 4455 South Rural Road.

DOCUMENT NAME: DRCr_4455Rural_061207

PLANNED DEVELOPMENT (0406)

SUPPORTING DOCS: Yes

COMMENTS: Request for **4455 RURAL (PL070191)** consists of a mixed use development of 30 residences and 3,600 s.f. of commercial office space within a four story (50 foot) building of approximately 87,785 s.f., located on 1.217 acres, currently in the PCC-2 Planned Commercial Center Zoning District. The request includes the following:

ZON07004 – (Ordinance 2007.49) Zoning Map Amendment for 1.217 acres from PCC-2 Planned Commercial Center District to MU-3 Mixed-Use Medium-High Density District, with a density of 24.65 dwelling units per acre.

PAD07018 – Planned Area Development Overlay to define the development standards for one building totaling approximately 87,785 s.f. on 1.2174 acres.

DPR007090– Development Plan Review including site plan, building elevations and landscape plan

PREPARED BY: Diana Kaminski, Senior Planner (480-858-2391)

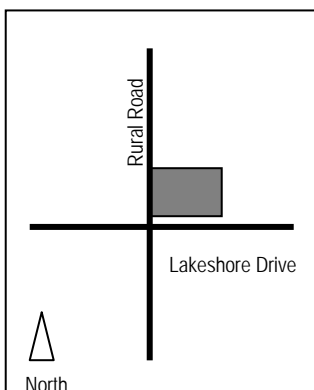
REVIEWED BY: Lisa Collins, Planning Director (480-350-8989) 

LEGAL REVIEW BY: N/A

FISCAL NOTE: N/A

RECOMMENDATION: Staff – Approval, subject to conditions (1-26).

ADDITIONAL INFO:



Gross/Net site area	1.217 acres
Building area	87,785 s.f.
Lot Coverage	54.8%
Building Height	50 ft - 4 stories (50 feet maximum allowed in MU-3)
Building setbacks	12' front (Lakeshore), 30' side (east side), 16.5' street side (Rural), 37.5' rear (north side)
Landscaped area	18%
Vehicle Parking	78 spaces (78 min. required)
Bicycle Parking	17 spaces (17 minimum required)

Three neighborhood meetings were previously held for this development; changes were made to the project based on public input. A final neighborhood meeting was held on February 27, 2007 in accordance with the notification requirements.

ATTACHMENTS:

1. List of Attachments
 - 2-6. Comments / Reasons for Approval
 - 7-11. Conditions of Approval
 12. History & Facts / Description / Zoning & Development Code Reference
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- A. Ordinance 2007.49
 - A1. Legal Description
 - B. Location Map
 - C. Aerial Photos (2 pages)
 - D. Letter of Explanation and Design Narrative (4 pages)
 - E. PAD cover sheet and Site Plan (2 pages)
 - F. Floor Plans and Roof Plan (5 pages)
 - G. Building Elevations (4 pages)
 - H. Unit Floor Plans (2 pages)
 - I. Landscape Plan
 - J. Conceptual Grading and Drainage Plan
 - K. Color renderings (5 sheets 11 x 17)
 - L. Traffic Impact Statement (13 pages of report)
 - M. Phone call and e-mail public comments received on project (3 pages)
(before modified plans and one after modified plans)
 - N. Neighborhood Meeting Summary

COMMENTS:

This site is located on the east side of Rural Road, south of the I-60 freeway, on the north-east corner of Lakeshore Drive and Rural Road. Existing uses on the site include a restaurant building. The applicant is requesting an approval for a Zoning Map Amendment from PCC-2 Planned Commercial Center to MU-3 Mixed Use Medium Density with a Planned Area Development Overlay and a Development Plan Review for a project consisting of a four-story building with commercial office and podium parking on the first floor and residential condominiums on the upper three floors within a 87,785 s.f. building on 1.217 acres.

The applicant has held four neighborhood meetings for the proposed development. After the first three, changes were made to the proposed development. Below is a list of changes made as a result of public and staff input:

- Reduced number of residences from 100 to 30 dwelling units
- Reduced building height from 70 to 50 feet
- Reduced office space from 8,700 to 7,000 square feet
- Modified elevations of buildings from a modern steel and glass structure with bright colors to a contemporary stucco structure with subdued colors and more contextual to the area.

The last neighborhood meeting was held on February 27, 2007, with notification to nearby property owners. (see meeting summary Attachment N). This proposal is consistent with the General Plan 2030 Projected Land Use and Residential Density maps. Staff recommends approval of the request for the Zoning amendment, Planned Area Development and Development Plan Review.

Project Analysis

This mixed-use project consists of commercial office and residential living space, promoting the concept of live, work and play in one building. The street level includes 3,600 square feet of leaseable office space and 18 parking spaces which double as guest parking for the residents, interior to the building are 60 dedicated parking spaces for the residences and an elevator leading to the second level. Levels two through four are three-story residential condominiums. The units range in size from 1,350 to 1,675 square feet. The residences are designed as an attached townhome above the podium parking level. The residences are oriented to face a landscaped courtyard and pool amenity. The overall proposed height of the development is 50 feet.

The architecture is contemporary in design using color, texture, material uniformly throughout the building with variations in depth, height and fenestration to establish individuality of uses or units within the larger building, while maintaining a consistent aesthetic through the use of repeated building materials. There will be balconies and projecting elements, these architectural features are limited in dimension. The design of these projections will not interfere with public circulation, required easements or equipment access at the street level. The predominant building material is painted stucco (*Spice Bounty* #8204M) with two accent colors (*Brass Bucket* #8205D and *Bleached Sand* #8200W). Metal railings and metal mesh grates will be painted *Pinon Green* #8176N. All paints are Frazee colors. There is a brick veneer from the Robinson Brick Company used for the smokestacks and portions of the street level building facade. Outdoor curtains manufactured by Sunbrella in *Sand* color (light beige) will be located on the balconies, to provide sun protection and privacy. Staff has conditioned the use of these to ensure that the product used meets fire resistance standards, and that the CC&R's address maintenance of these accessories, which are visible to the public.

At the street level along Rural Road, the development has windows into the bicycle lockers and grated openings along the garage for security. Along Lakeshore, the commercial offices have large glass windows that provide a clear view of activity on the street. On the east side, there is residential guest and commercial visitor/employee parking tucked under the building for shade, but still visible for security. The north side has a gated entry for the residential parking. The residential units are all 2 bedroom 2 and a half bath units, three stories high on a podium garage. The commercial offices face the podium garage along Lakeshore Drive. On the second floor there is a landscaped interior courtyard with a pool, spa and water feature for residents.

At the second through fourth floors, there are balconies overlooking all four sides of the property as well as balconies internally facing the courtyard and pool amenity.

Landscape trees for the project include: Pistache, Live Oak, Sisoo and Evergreen Elm trees, Mondel Pines, Mexican Fan, Date and Queen Palms. A variety of flowering shrubs and vines are also proposed: Red Bird of Paradise, Silver-leaf Cassia, Thundercloud Sage, Red Yucca, Hop Bush, Petite Pink Oleandar, Torch Glow Bougainvillea, Texas Mountain Laurel, Gold Mound Lantana, Bush Morning Glory, Yellow Dots, Ground Morning Glory, San Diego Red Bougainvillea, Fig Vine, Passion Vine. The ground cover is Desert Gold decomposed granite. The Live Oaks are proposed along the northern border adjacent to commercial development. The Sissoo trees are proposed along the eastern border adjacent to commercial development. These trees, at maturity, will provide a visual screen over the top of the adjacent commercial uses, to the residential properties further north east of this site. The site is somewhat limited on placement of trees in the north east corner. The amount of landscape is 18.4%, which is 3% more than what is required by the existing PCC-2 zoning. The proposed palette provides a diverse range of textures, colors and species to complement the building and buffer the site.

Public Input

The Zoning and Development Code requires projects that propose a Planned Area Development Overlay must organize a neighborhood meeting regarding a proposal in order to facilitate dialogue with the adjacent community prior to public hearings. The applicant started dialogue almost two years ago, holding neighborhood meetings on September 22, 2005, December 7, 2005, April 3, 2006 and February 27, 2007. Signs were posted and property owners within a three hundred foot radius were notified, as well as neighborhood associations within six hundred feet of the subject site. Staff received numerous calls after the December 2005 meeting, comments were primarily about: traffic, building height, density, use and design. Staff shared resident concerns with the applicant. Revisions were made to the project to address the concerns: project changed from seven stories to four, which decreased density, and the commercial component was also reduced, which reduced the parking demand and affected the traffic study. The elevations were significantly modified to reflect a less modern style of architecture, more contemporary in context to nearby newer developments. The revised plans were showed to residents at the February 27 neighborhood meeting; the applicant provided a neighborhood meeting summary (Attachment N).

General Plan Analysis

Land Use Element:

This project complies with the land use goals and element objectives for General Plan 2030. The land use projected for this site is Mixed-Use. This category encourages creatively designed developments which create a living environment, reflective of a village concept, in which there is the opportunity to live, work and recreate in the same development or within the area. This request complies with the projected land use with the integration of commercial office space and residential condominiums in one development, sharing retention, guest parking and refuse.

The General Plan projected residential density for this site is medium to high density residential use up to 25 dwelling units per acre. Proximity to amenities and configuration of residences encourages resident interaction. This level of intensity should promote a village environment with easy access to goods and services, business and recreation. This project complies with the projected residential density. This request has a proposed density of 24.65 dwelling units per acre.

Accessibility Element:

The project is required to meet all requirements set forth in the ADA Design Guidelines for new projects. Implementing design for accessibility includes: accessible parking spaces, minimum size public sidewalks, and direct access from the main entrance to the public sidewalk. An elevator provides access to the main living space of the units and the courtyard and pool amenities.

Community Design Element:

The project provides a mixed-use design, currently providing both residential and commercial uses. This project could benefit from the implementation of green building concepts, providing more energy efficient solutions and the use of advance technology in building materials.

Historic Preservation Element:

The property is not designated as historic, so there is no specific requirement for preservation, or documentation.

Housing Element:

The project will increase the potential for homeownership in Tempe with the development of owner-occupied condominiums. The mixed-use product provides a diverse housing option within the general area, adding 30 new residences close to employment areas.

Neighborhoods Element:

The applicant has made great efforts to meet with and work with residents within the area, and has provided opportunity for early public input that has significantly impacted the proposed end product. Modifications were made to reduce the density and intensity of use as well as the building height. Setbacks were increased which create a larger buffer to the surrounding area. Modifications were made to sidewalks and streets to better accommodate pedestrians and transit users. The project meets most of the objectives and strategies identified in this element.

Redevelopment Element:

This site is not within a redevelopment area.

Economic Development Element:

The existing restaurant use has had five tenants in the past 33 years and has declined over the past two years. The site has not been viable as a purely commercial site; however retaining commercial uses along the street front is preferred. This project incorporates commercial office opportunities, which may foster increased business investment and additional tax base. Providing additional residents within the area may assist to retain basic goods and services.

Cost of Development Element:

Water, Sewer, Electric and Maintenance Easements encumber three sides of this property. No additional infrastructure improvements are needed to accommodate this development.

Environment (Air, Noise, Ambient Temperature, Energy) Element:

Proximity to the I-60 Freeway may warrant special design consideration for interior noise mitigation for prospective residents. Design should also incorporate energy efficient materials and accessories.

Land (Remediation, Habitat, Solid Waste) Element:

There is no foreseen impact on this element. Staff encourages the applicant to recycle construction material to mitigate landfill impacts. To further implement this element, use of green building techniques, and energy efficient designs are encouraged. Additionally, the applicant may contact the Public Works Department about recycling services at this site.

Water (Water, Wastewater, Stormwater) Element:

The Engineering Department will require storm-water retention on this site which is sufficient to contain a 100-year event. The developer must contact the City of Tempe Engineering Department to finalize details for the retention requirements.

Transportation (Pedestrian Network, Bikeways, Transit, Travel-ways) Elements:

This project has easy bus access with a pull out on the west side of the property, and easy access to the freeway. This proposal provides a mixed-use of land through integration of residential and commercial spaces. The applicant provided a traffic study, explaining basic traffic impacts for this development. The City's Traffic Engineering staff has reviewed and agrees with the findings in the Traffic Impact Analysis and the proposed circulation solutions at this location. A 7,000 s.f. quality restaurant on this site would generate approximately 630 daily trips with the heaviest use being the afternoon and evening hours, affecting the PM peak traffic for the area. A 7,500 s.f. commercial office on this site would generate approximately 83 daily trips and 3,600 s.f. of office would generate approximately 40 daily trips. Condominiums would generate approximately 271 daily trips. The combined uses of residential and office would generate 271 daily trips, balanced between the AM and PM peak periods. The proposed uses reduce traffic generation to and from this site by 359 daily trips with the existing use, and possibly more with what could be allowed with the existing commercial zoning.

Aviation Element:

This element is not applicable.

Open Space Element:

The proposed development has setbacks on both street fronts to provide a landscaped street front, and an interior 2nd level podium courtyard with potted plants and hardscape features serving the residents as additional open space. There is not room on site for an area for pets or children to play, as the building footprint and required circulation take up a majority of the site. The nearest park to this development is Arredondo Park approximately ½ mile away.

Recreational Amenities Element:

The development provides a pool and spa for residents.

Public Art & Cultural Amenities Element:

Not applicable to this request, as public art is not required for this project; however it would be encouraged, possibly at the bus shelter on Rural.

Public Buildings and Services Elements:

Not applicable to this request.

Public Safety Element:

Police and fire have reviewed the proposed project and provided early input during the site layout of the development. The residential parking is secure, the commercial and guest parking is visible and accessible, and the property has sufficient access for fire. The combined uses provide extra security to the site and the unit design provides additional observation of Rural Road and Lakeshore Drive. The developers of this project must work closely with the Fire, Police and Building Safety Departments to ensure that rescue and communications infrastructure are in place.

Zoning Analysis

The requested change in zoning and establishment of a Planned Area Development would not intensify the use of this site from what is currently allowed. The proposed P.A.D. has development standards of a similar intensity to what is currently entitled; setbacks actually increase, making the proposed development less prominent than what could be allowed under the current zoning. Below is a comparison of the current PCC-2 development standards, and the proposed MU-3 PAD standards:

	CURRENT	PROPOSED
General Plan 2030 PROJECTED LAND USE	Mixed-Use	Mixed Use
ZONING	PCC-2	MU-3
Existing / Proposed LAND USE	Commercial	Mixed-Use
Allowed / Proposed DENSITY	25 du/ac w/ use permit	25 du/ac
Allowed / Proposed BUILDING HEIGHT	40 ft (+8 ft w/ use permit)	50
LOT COVERAGE (IN S.F. AND %)	26,512 / 50%	29,060 / 54%
Required / Proposed LANDSCAPE AREA	7,953.6 / 15%	9,759 / 18.4%
FRONT SETBACK (LAKESHORE)	0	12
REAR SETBACK (NORTH)	30	37.29
SIDE SETBACK (EAST)	30	30
STREET SIDE SETBACK (RURAL)	0' (25' easement)	25' (due to easement)

Conclusion

The request complies with General Plan 2030 projected land use and residential density for this site. The Planned Area Development (PAD) Overlay implements the General Plan, by providing a mixed-use development of both commercial and residential space, promoting the concept of live, work and recreate in one place. The proposed development achieves goals for in-fill development, owner-occupied housing and increased options to Tempe's existing housing stock. The integration of live/work opportunities through home ownership and commercial services will revitalize a prominent corner of an intersection and add to the vitality of the existing uses and surrounding neighborhood. Approval of this PAD request, will allow this property to be developed as proposed. Approval of this request also approves a Development Plan which includes site plan, building elevations and landscape plan.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The PAD overlay process was specifically created to allow for greater flexibility for new types of development; the proposed PAD does not significantly deviate from the existing entitled development standards, and is therefore compatible with the surrounding area of similar PCC-2 zoning.
3. The project will meet the development standards required under the Zoning and Development Code.

ZON07004 AND PAD07018

CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. DEVELOPMENT REVIEW COMMISSION MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS. THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCE THAT PLANNING STAFF OBSERVES ARE PERTINENT TO YOUR CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT. THESE ITEMS ARE NOT AN EXHAUSTIVE LIST.

General

1. A building permit shall be obtained and substantial construction commenced on or before **July 19, 2009** **or the property shall revert to a previous zoning designation—subject to a formal public hearing.**
 2. The Planned Area Development for 4455 RURAL shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Development Services Department prior to issuance of building permits.
 3. A Condominium Plat (Horizontal Regime) is required for this development and shall be recorded prior to an occupancy permit.
 4. The Subdivision Plat (Condominium Plat) for 4455 RURAL shall be put into proper engineered format with appropriate signature blanks and recorded with the Maricopa County Recorder's Office through the City of Tempe's Development Services Department on or before **July 19, 2008**. Failure to record the plan within one year of City Council approval shall make the plan null and void.
 5. The developer must receive approval of the final Traffic Impact Study from the Traffic Engineering prior to issuance of a building permit.
 6. Your drawings must be submitted to the Development Services Building Safety Division for building permit by **July 19, 2008** or Development Plan approval will expire.
 7. The owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site, as well as for any building elements or accessories visible from the street. The CC&R's shall be in a form satisfactory to the Development Services Manager and City Attorney.
- Verify all comments by the Public Works Department, Development Services Department, and Fire Department given on the Preliminary Site Plan Reviews dated 9/08/06, 1/31/07, 3/07/07 and 5/02/07. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Department will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
 - Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for this project. Have the landscape architect and the mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59, available from Building Safety (480-350-8341). Contact Pete Smith of Water Resources (480-350-2668) if there are any questions regarding the purpose or content of the water conservation reports.
 - Provide emergency radio amplification for the office building and parking garage, as required. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Contact Telecommunications (Stuart Snow 480-350-2930) to discuss the size and materials of the buildings, to verify radio amplification requirement, and determine the extent of construction required.

- The project site does not have an Archaeologically Sensitive designation. However, State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Where such a discovery is made, contact the Arizona State Historical Museum (520-621-6302) for removal and repatriation of the items. Contact the Tempe Historic Preservation Officer (Joe Nucci 480-350-8870) if questions regarding the process described herein.
- Security Requirements (refer to Public Safety and Security Considerations report, dated **September 8, 2006** and included in the Site Plan Review markup packet:
 - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage opportunity for ambush opportunity. Distances of 20'-0" or greater, between a pedestrian path of travel and any hidden area allow for increased reaction time and safety.
 - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment. To the greatest extent possible, follow the recommendations listed in Tempe Police Officer's report, published.
- Specific requirements of the **Zoning and Development Code** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time, and reduce the potential for multiple plan check submittals, it is necessary that the applicant be familiar with the Zoning and Development Code (ZDC), which can be accessed through www.tempe.gov/zoning, or purchased at Development Services.
- Standard Details:
 - Tempe Standard "T" details may be accessed through www.tempe.gov/engineering or purchased from the Engineering Division, Public Works Department.
 - Tempe Standard "DS" details for refuse enclosures may be accessed through www.tempe.gov/tdsi/bsafety or may be obtained at Development Services.

Site Plan

8. Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
 9. Provide upgraded paving at each driveway apron consisting of unit paving. Extend unit paving in the driveway from the back of the accessible public sidewalk bypass to 20'-0" on site and from curb to curb at the drive edges.
 10. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.
 11. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
- 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
 - Fire lanes need to be clearly defined. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies; or overhead structure, if allowed by Fire Department. Details of fire lane(s) are subject to approval of the Fire Department (Jim Walker 480-350-8341).

- Engineering requires undergrounding of overhead utilities. Underground utilities requirement excludes high-voltage transmission line unless project inserts a structure under the transmission line. Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
- Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
- Refuse:
 - Double container enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with Standard Detail DS-116.
 - Gates for refuse require that the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- Driveways:
 - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works/Traffic (Shelly Seyler 480-350-8219)
 - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult "Corner Sight Distance" leaflet, available from Development Services Counter or from John Brusky in Transportation (480-350-8219) if needed. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- Parking spaces:
 - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing the Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6). Refer to Standard Detail T-360 for parking layout and accessible parking signs.
 - At parking areas, provide demarcated accessible aisle for disabled parking.
 - Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

Floor Plans

12. Exit Security:

- a. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.
- b. In instances where an elevator or stair exit is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.

13. Garage Security:

- a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
- b. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent. Delete wall paint at above grade garage levels.

- c. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
- Service Door Security: equip service and exit doors (except to rarely accessed equipment rooms) with a 6" square high strength plastic or laminated glass window centered and mounted at 63" from the bottom to the center of the glazing.

Building Elevations

- 14. Provide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Submit any additions or modifications for review during building plan check process. Planning inspection staff will field verify colors and materials during the construction phase.
- 15. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
- 16. Conceal roof drainage system within the interior of the building. Minimize visible, external features, such as overflows, and where needed design these to enhance the architecture of the building.
- 17. Incorporate lighting, address signs, incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations so that the architecture is enhanced by these elements.
- 18. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
- 19. Exposed conduit, piping, etc. is not allowed unless a creative conduit surface design that compliments the architecture is reviewed and approved by the Development Review Commission.
- 20. Balcony curtains shall meet all fire resistance, flammability and smoke standards.
- Measure height of buildings from top of curb along front of property (as defined by Zoning and Development Code).
- Avoid upper/lower divided glazing panels in exterior windows at grade level, particularly where lower (reachable) glass panes of a divided pane glass curtain-wall system can be reached and broken for unauthorized entry. Do not propose landscaping or screen walls that conceal area around lower windows. If this mullion pattern is desired for aesthetic concerns, laminated glazing may be considered at these locations.

Lighting

- 21. Follow requirements of ZDC Part 4 chapter 8
- 22. Illuminate building entrances, gang mailboxes, parking areas, gated entrance and stair landings from dusk to dawn to assist with visual surveillance at these locations, per Zoning and Development Code Section 4-803.
- Follow the guidelines listed under appendix E "Photometric Plan" of the Zoning and Development Code.

Landscape

- 23. Irrigation notes:
 - a. Provide a separate dedicated landscape meter.
 - b. Enclose backflow prevention device in a lockable, pre-manufactured cage.

- c. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½" (if any). Provide details of water distribution system.
 - d. Locate valve controller in a vandal resistant housing.
 - e. Hardwire power source to controller (a receptacle connection is not allowed).
 - f. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
24. Include requirement in site landscape work to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
25. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness or less. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.
- Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department (602-364-0935). Notice of Intent to Clear Land form is available at www.agriculture.state.az.us. Follow the link to "form", to "native plants", and to "notice intent to clear land".
 - Indicate the location of all exterior light fixtures on the site, landscape (and photometric) plans. Avoid conflicts with lights in order to maintain illumination levels for exterior lighting.

Signage

26. Provide one address sign on each elevation. Do not address street side yard, provide address sign(s) on the building elevation facing the street to which the property is identified.
- a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" high (standard for commercial), individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Adjust locations on building so sign is unobstructed by trees, vines, etc.
 - 6) Do not affix number or letter to elevation that might be mistaken for the address.
 - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
 - c. Provide one address sign on the roof of the office building. Orient sign to be read from the south.
 - 1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
 - 2) Provide high contrast sign, either black characters on a light roof or white characters on a black field that is painted on the roof.
 - 3) Do not illuminate roof address.
 - Obtain sign permit for any identification signs as well as for internally (halo) illuminated address signs. Directional signs (if proposed) may not require a sign permit, depending on size. Directional signs are subject to review by planning staff during plan check process. Separate Development Plan Review process may be required if signs do not conform to ZDC Part 4 Chapter 9 (Signs).

HISTORY & FACTS:

July 17, 1974	Design Review Board approved site and landscape plans for Dry Dock Restaurant.
August 22, 1974	City Council approved the Final Plan of Development for the Dry Dock Restaurant. The following standards were established: Front yard 20 feet, Street Side Yard 10 feet, Interior side yard 5 feet, Rear Yard 20 feet (except lake front lots – 0 feet), Maximum Building Coverage 50%.
April 2, 1975	Design Review Board approved a materials change for the renamed restaurant, Barclay Jack's.
September 5, 1979	Design Review Board approved a dining room addition and elevation changes for Barclay Jacks.
November 7, 1979	Design Review Board approved one 24 s.f. freestanding sign for Barclay Jacks.
September 21, 1982	Sign Permit issued to Stag and Hound Restaurant one 24 s.f. freestanding sign.
November 21, 1985	Design Review Board approved the request for Hungry Hunter Restaurant for one 24 s.f. freestanding sign and one 48.4 s.f. wall mounted sign.
May-December 2004	Great Wall Super Buffet made tenant improvements and obtained a sign permit for a new restaurant on site. New restaurant opened, without required design review approvals for exterior modification. Building was repainted after code enforcement action.
August 19, 2004	City Council approved the request by Great Wall Super Buffet #SFP-2004.47 for an Amended Final Plan of Development for Site D-1, Lake Country Plaza, consisting of an existing 6,536 net s.f. restaurant on 1.22 acres, located at 4455 South Rural Road, including the following: <u>Variances:</u> <ol style="list-style-type: none">1. Reduce the minimum required parking spaces from 87 to 79.2. Waive the required landscape islands at the end of parking aisles along the east property line and the required landscape islands to separate rows of more than fifteen (15) along the north and east property line. (Ord. 808 Sec. 3-206)
May 2005	Great China Buffet closed and the site has remained vacant since this date to present.
February 8, 2006	DR Horton purchased property.

DESCRIPTION: Owner – John Mariconda, DR Horton
Applicant – Stephen Anderson, Gammage & Burnham
Existing zoning – PCC-2 Proposed Zoning – MU-3
Total site area – 1.217 acres
Total bldg. area – 87,785 s.f.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-304, Zoning Map Amendment
Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review

ORDINANCE NO. 2007.49

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING THE CITY OF TEMPE ZONING MAP, PURSUANT TO THE PROVISIONS OF ZONING AND DEVELOPMENT CODE PART 2, CHAPTER 1, SECTIONS 2-106 AND 2-107, RELATING TO THE LOCATION AND BOUNDARIES OF DISTRICTS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1. That the City of Tempe Zoning Map is hereby amended, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Sections 2-106 and 2-107, is hereby amended by removing the below described property from the PCC-2, Planned Commercial Center District and designating the below described property as MU-3, Mixed-Use, Medium to High Density District on 1.217 acres.

LEGAL DESCRIPTION

SEE ATTACHMENT A1

SAID PARCEL CONTAINS 53,012.52 SQUARE FEET OR 1.217 ACRES, NET.

Section 2. Further, those conditions of approval imposed by the City Council as part of **Case ZON07004** are hereby expressly incorporated into and adopted as part of this ordinance by this reference.

Section 3. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2007.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

LEGAL DESCRIPTION

Parcel No. 1:

That portion of Tract 'D', LAKE COUNTRY ESTATES UNIT I, according to Book 132 of Maps, Page 29, records of Maricopa County, Arizona, more particularly described as follows: BEGINNING at the Northwest corner of said Tract 'D'; THENCE South 68 degrees 06 minutes 17 seconds East, along the North line of said Tract 'D', 216.73 feet; THENCE South 21 degrees 53 minutes 43 seconds West, 290.00 feet to a point on the South line of said Tract 'D'; THENCE North 68 degrees 06 minutes 17 seconds West, along said South line, 147.55 feet to a point of tangency with the arc of a circle, the center of which bears North 21 degrees 53 minutes 43 seconds East, 30.00 feet therefrom; THENCE Northwesterly along said arc, 45.75 feet to a point on the arc of a second circle, the center of which bears North 70 degrees 43 minutes 26 seconds West, 1282.77 feet therefrom; THENCE Northerly along said second arc, 264.76 feet to the POINT OF BEGINNING; EXCEPT that part of Tract 'D', LAKE COUNTRY ESTATES UNIT 1, according to Book 132 of Maps, Page 29, records of Maricopa County, Arizona, more particularly described as follows: BEGINNING at the Northwest corner of said Tract 'D'; THENCE South 68 degrees 06 minutes 17 seconds East, along the North line of said Tract 'D', a distance of 5.16 feet to a point on a circle, the center of which bears North 82 degrees 29 minutes 36 seconds West, 1287.77 feet therefrom; THENCE Southwesterly along the arc of said circle, a distance of 124.75 feet to a point on said circle, the center of which bears North 76 degrees 56 minutes 35 seconds West, 1287.77 feet therefrom; THENCE South 76 degrees 56 minutes 35 seconds East, a distance of 3.50 feet to a point on a circle, the center of which bears North 76 degrees 56 minutes 35 seconds West, 1291.27 feet therefrom; THENCE Southwesterly, along the arc of said circle, a distance of 140.00 feet to a point; THENCE Southeasterly to a point where the South line of said Tract 'D' is tangent with the arc of a circle at the Southwesterly corner of said Tract 'D', the center of which bears North 21 degrees 53 minutes 43 seconds East, 30.00 feet therefrom; THENCE Northwesterly along the arc of said circle, being concave to the Northeast, a distance of 45.75 feet to a point on the arc of a second circle, the center of which bears North 70 degrees 43 minutes 30 seconds West, 1282.77 feet therefrom; THENCE Northerly, along the arc of said circle, a distance of 264.76 feet to the POINT OF BEGINNING.

Parcel No. 2:

A non-exclusive easement for vehicular and pedestrian traffic over a parcel 15 feet in width, on the North side of and perpendicular to the following described line within Lot 3, FAIRLANES VILLAGE SUBDIVISION, according to Book 244 of Maps, Page 7, records of Maricopa County, Arizona, more particularly described as follows: COMMENCING for a tie at the Northwesterly corner of Tract 'D', LAKE COUNTRY ESTATES UNIT 1, according to Book 132 of Maps, Page 29, records of Maricopa County, Arizona, said point also being the Southwesterly corner of Tract 'E' of said LAKE COUNTRY ESTATES UNIT 1; THENCE South 68 degrees 06 minutes 17 seconds East, along the common boundary of said Tract 'D' and said Tract 'E', a distance of 25 feet to the POINT OF BEGINNING of this line; THENCE continuing South 68 degrees 06 minutes 17 seconds East, along said common boundary line, a distance of 30 feet to the POINT OF TERMINUS of this line, as created in Docket 13290, Page 57, records of Maricopa County, Arizona.

Parcel No. 3:

That part of Tract D, LAKE COUNTRY ESTATES UNIT 1, a subdivision located in the Southwest quarter of Section 35, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, and recorded in Book 132 of Maps, Page 29, Maricopa County records, described as follows: COMMENCING at the Northeasterly corner of said Tract D, said point being on the Westerly right-of-way line of Carson Drive; THENCE North 68 degrees 06 minutes 17 seconds West along the Northerly line of said Tract D, 202.00 feet to the TRUE POINT OF BEGINNING; THENCE South 21 degrees 53 minutes 43 seconds West 290.00 feet to the Southerly line of said Tract D; THENCE North 68 degrees 06 minutes 17 seconds West along the Northerly right-of-way line of Lakeshore Drive 95.00 feet; THENCE North 21 degrees 53 minutes 43 seconds East 290.00 feet to the Northerly line of Tract D; THENCE South 68 degrees 06 minutes 17 seconds East 95.00 feet to the POINT OF BEGINNING.

4455 S RURAL RD

PL070191

US60

PCC-2

R1-6

PCC-1

RURAL RD

PCC-2

PCC-2

R1-6

CARTER DR

FROST DR

PCC-2

LAKESHORE DR

PCC-2

R-3

CARTER DR

SITE
PCC-2

MINTON DR





4455 S RURAL (PL070191)

**D.R. Horton / 4455 S. Rural Road
Letter of Explanation
Zoning / P.A.D.**

INTRODUCTION

D.R. Horton proposes to redevelop an approximately 1.27 acre parcel located at the northeast corner of Rural Road and Lakeshore Drive (the "Site") in Tempe, Arizona. The Applicant is proposing a mixed use project on the Site which will consist of commercial uses including office and retail on the ground level and approximately 30 condominium units above.

The Site is currently developed as a restaurant last known as the Great Wall Superbuffet, which has been vacant for approximately 3 years, although the restaurant use was established approximately 30 years ago.

PLANNING CONTEXT

The Site is located at the northeast corner of Rural Road and Lakeshore Drive. The Tempe General Plan 2030 indicates that the appropriate land use for the Site is mixed-use. This classification also applies to the land adjacent to the south, north, east and west across Rural Road. According to General Plan 2030, the Mixed Use District is designed to accommodate land uses with a mixture of residential and commercial uses. The Mixed Use category encourages creatively designed developments that create a living environment, reflective of a "village" concept, in which there is the opportunity to live, work and recreate within the same area. There is existing single-family development zoned R1-6 a short distance to the east.

The Site has a density designation of medium to high, with a projected maximum residential density of 25 units per acre.

The Site is currently zoned PCC-2, as is the abutting property. The west side of Rural Road has PCC-1 and R-3 zoning classifications. The Applicant is proposing to rezone the Site to Mixed Use (MU-3). Section 3-201 of the Zoning Ordinance, states that the purpose of the mixed use district is to encourage mixed use development that utilizes vacant parcels available for infill and parcels under consideration for re-use and redevelopment. The MU-3 zoning category is intended for medium to high density housing combined with complementary and supporting land uses that serve a neighborhood and are developed and operated in harmony with the residential characteristics of the neighborhood.

SITE AREA

The Site Area consists of approximately 1.217 acres. A full metes and bounds legal description is attached as Exhibit "A".

AREA CONTEXT

The Site is located south of the Superstition Freeway on the east side of Rural Road. Commercial and multi-family uses predominate on both sides of Rural with single-family farther from the major streets. The Lakes planned community is a short distance to the south. The Site is part of Lake Country Estates, a commercial development that consists primarily of office uses.

LAND USE

A Site Plan is part of this submittal. The project will provide covered, ground floor parking. The ground floor will be commercial, expected to be offices with the potential for some commercial uses, which may include offices or small scale retail. This will directly front out to Lakeshore Drive, providing an active building front and clear walk up areas from the street and sidewalk area.

The 3 floors above will be residential and complementary amenities. The project will be developed as a condominium with units for sale. The amenities include a large community deck area with a pool, spa and extensive landscape plantings. Each condominium will also include a private deck area as well.

There will be covered parking on the ground floor for residents, accessed by way of a gated garage entry. There will also be 18 office and visitor parking spaces along the east side of the building.

TRAFFIC CIRCULATION

The primary entrance to the Site will be from Lakeshore Drive with a right-in, right-out on Rural Road. A new median break in the Lakeshore Drive median will allow full access into the Site from Lakeshore and minimize an existing U-turn issue at Carson Drive to the east.

The project is specifically designed to be transit-oriented, with proximity to alternative transportation systems. There is an existing bike lane in Lakeshore Drive adjacent to the Site that extends south to Guadalupe Road. Bus service is provided on Rural Road, which provides an easy link to the developing light rail system to the north.

PUBLIC COMMENT

Four neighborhood meetings have been held, on September 22, 2005, December 7, 2005, April 3, 2006 and February 27, 2007. Traffic was the issue most frequently raised. The

applicant responded by designing a median break from Lakeshore Drive for the project and adding a right-in, right-out driveway from the site to Rural Road. In addition, the neighborhood expressed concern regarding the construction of a 7 story project. As a result, we have significantly redesigned the site based upon the input received from the neighborhood, decreasing the height to four stories, and fifty feet.

CONCLUSION

The proposal reflects the General Plan Land Use Element by replacing an existing restaurant with a true mixed-use. The proposed dwellings will be for sale units in a building whose architectural character is appropriate for Tempe at this location. The site plan is responsive to neighborhood issues and improves the local street system.

PLANNED AREA DEVELOPMENT OVERLAY

FOR
4455

PART OF THE SW 1/4 OF SECTION 35 AND PART OF THE SE 1/4
OF SECTION 34, T1N, R4E, OF THE G&SRB&M, MARICOPA
COUNTY, ARIZONA

ACKNOWLEDGEMENT:

STATE OF ARIZONA)
COUNTY OF MARICOPA)
ON THIS _____ DAY OF _____, 20____, BEFORE ME, THE UNDERSIGNED NOTARY
PUBLIC, PERSONALLY APPEARED WHO ACKNOWLEDGED HIMSELF TO BE AN OFFICER
OF _____, AND THAT AS SUCH OFFICER
BEING AUTHORIZED SO TO DO EXECUTED THE FOREGOING INSTRUMENT FOR THE
PURPOSE THEREIN CONTAINED BY SIGNING THE NAME OF THE LIMITED LIABILITY
CORPORATION, BY HIMSELF, AS SUCH OFFICER.

IN WITNESS WHEREOF:
I HEREINTO SET MY HAND AND OFFICIAL SEAL.

BY: _____
MY COMMISSION EXPIRES: _____

LEGAL DESCRIPTION

PARCEL NO. 1:
THAT PORTION OF TRACT 'D', LAKE COUNTRY ESTATES UNIT 1, ACCORDING TO BOOK 132 OF MAPS, PAGE 29, RECORDS OF
MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER
OF SAID TRACT 'D'; THENCE SOUTH 88 DEGREES 06 MINUTES 17 SECONDS EAST, ALONG THE NORTH LINE OF SAID TRACT
17.2 FEET; THENCE SOUTH 27 DEGREES 20 MINUTES 16 SECONDS WEST, 1287.77 FEET; THENCE SOUTHWESTERLY ALONG THE
ARC OF SAID CIRCLE, A DISTANCE OF 124.75 FEET TO A POINT ON SAID CIRCLE, THE CENTER OF WHICH BEARS NORTH 76
DEGREES 56 MINUTES 35 SECONDS WEST, 1287.77 FEET THEREFROM; THENCE SOUTH 76 DEGREES 56 MINUTES 35
SECONDS EAST, A DISTANCE OF 3.50 FEET TO A POINT ON A CIRCLE, THE CENTER OF WHICH BEARS NORTH 76 DEGREES
56 MINUTES 35 SECONDS WEST, 1287.77 FEET THEREFROM; THENCE SOUTHWESTERLY TO A POINT WHERE THE SOUTH LINE OF SAID TRACT
'D' IS TANGENT WITH THE ARC OF A CIRCLE AT THE SOUTHWESTERLY CORNER OF SAID TRACT 'D', THE CENTER OF
WHICH BEARS NORTH 21 DEGREES 53 MINUTES 43 SECONDS EAST, 30.00 FEET THEREFROM; THENCE NORTHWESTERLY
ALONG THE ARC OF SAID CIRCLE, BEING CONCAVE TO THE NORTHEAST, A DISTANCE OF 45.75 FEET TO A POINT ON THE
SOUTHWESTERLY CORNER OF SAID TRACT 'D', THE CENTER OF WHICH BEARS NORTH 70 DEGREES 43 MINUTES 26 SECONDS
WEST, 1282.77 FEET THEREFROM; THENCE NORTHERLY ALONG SAID SECOND ARC, 264.76 FEET TO THE POINT OF
BEGINNING.

PARCEL NO. 2:
A NON-EXCLUSIVE EASEMENT FOR VEHICULAR AND PEDESTRIAN TRAFFIC OVER A PARCEL 15 FEET IN WIDTH, ON THE
NORTH SIDE OF AND PERPENDICULAR TO THE FOLLOWING DESCRIBED LINE WITHIN LOT 3, FAIRLANES VILLAGE
SUBDIVISION, ACCORDING TO BOOK 244 OF MAPS, PAGE 7, RECORDS OF MARICOPA COUNTY, ARIZONA, MORE
PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING FOR A TIE AT THE NORTHWESTERLY CORNER OF TRACT 'D', LAKE
COUNTRY ESTATES UNIT 1, ACCORDING TO BOOK 132 OF MAPS, PAGE 29, RECORDS OF MARICOPA COUNTY, ARIZONA,
SOUTH 76 DEGREES 56 MINUTES 35 SECONDS WEST, 1287.77 FEET; THENCE SOUTHWESTERLY ALONG THE COMMON BOUNDARY OF SAID TRACT 'D' AND SAID TRACT
'E', A DISTANCE OF 25 FEET TO THE POINT OF BEGINNING OF THIS LINE; THENCE CONTINUING SOUTH 88 DEGREES 06
MINUTES 17 SECONDS EAST, ALONG SAID COMMON BOUNDARY LINE, A DISTANCE OF 30 FEET TO THE POINT OF
TERMINUS OF THIS LINE, AS CREATED IN DOCKET 12390, PAGE 57, RECORDS OF MARICOPA COUNTY, ARIZONA.

OWNER/DEVELOPER

DR HORTON HOMES
4500 SOUTH LAKESHORE DRIVE, #601
TEMPE, AZ 85282
P: 480-491-4323

GENERAL NOTES:

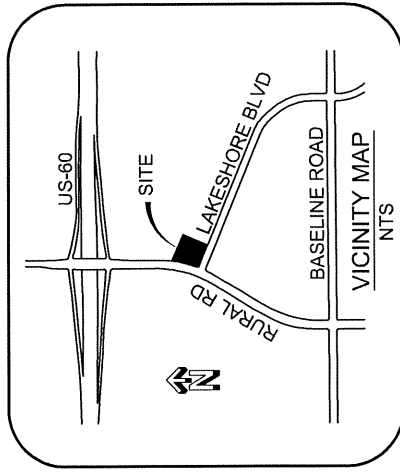
PROJECT DATA:

ADDRESS: 4455 S. RURAL ROAD
TEMPE, AZ 85282
PARCEL # 13350000000000000000
EXISTING ZONING: PCC-2
PROPOSED ZONING: MU-3
GENERAL PLAN 2030: MIXED USE
SITE AREA: 1.217 AC/ 53,024 S.F.
DENSITY ALLOWED: RES 16-25
DENSITY PROVIDED: 24.65 DUS/AC.
BUILDING HEIGHT ALLOWED: 50'-0" / 4 STORIES
BUILDING HEIGHT PROPOSED: 50'-0" / 4 STORIES
BUILDING CODE: 2003 IBC
OCCUPANCY GROUP: R-2 / S-2 / B
CONSTRUCTION TYPE: TYPE 1A/VA W/INFA 13
SPRINKLER SYSTEM

LOT COVERAGE: 29,080 S.F. / 54.8%
BUILDING AREA: FIRST FLOOR: +/- 29,080 S.F.
SECOND FLOOR: +/- 19,854 S.F.
THIRD FLOOR: +/- 19,854 S.F.
FOURTH FLOOR: +/- 19,854 S.F.
TOTAL: +/- 87,785 S.F.
COMMERCIAL/OFFICE: +/- 3,600 S.F.
RESIDENTIAL UNIT MIX:
UNIT "A" 2BD / 2 1/2 BATH 1,350 S.F. 10 DUS
UNIT "B" 2BD / 2 1/2 BATH 1,675 S.F. 20 DUS
TOTAL DWELLING UNITS: 30 DUS

PARKING:
REQUIRED: 2 P.S. / 2 BED RM. 30 X 2 = 60 P.S.
GUEST: 0.2 P.S. / D.U. 30 X 0.2 = 6 P.S.
OFFICE SPACE: 1 P.S. / 300 S.F. 3,600 / 300 = 12 P.S.
TOTAL REQUIRED: 78 P.S.
ACCESSIBLE PARKING PROVIDED: 78 P.S.
BICYCLE PARKING: 4 P.S. (1 VAN)
REQUIRED: 0.5 UNIT = 30 X 0.5 = 15 P.S.
RESIDENTIAL: 1/10,000 S.F. = 3,600 / 10,000 = 0.36 2 MIN. P.S.
OFFICE: 1/10,000 S.F. = 3,600 / 10,000 = 0.36 2 MIN. P.S.
TOTAL REQUIRED: 17 P.S.
PROVIDED: 17 LOCKERS
3 RACK SPACES
LANDSCAPE: 15% X 53,024 = 7,953.6 S.F.
PROVIDED: 9,759 S.F.

TYPE A & B SUMMARY:
WHERE A MULTISTORY UNIT IS PROVIDED WITH EXTERNAL
ELEVATOR ACCESS TO ONLY ONE FLOOR, THE FLOOR
PROVIDED WITH ELEVATOR SERVICE SHALL BE THE
PRIMARY ENTRY TO THE UNIT. SHALL COMPLY WITH THE
REQUIREMENTS FOR A TYPE B UNIT AND A TOILET FACILITY
SHALL BE PROVIDED ON THAT FLOOR. ALL UNITS LOCATED
ON THE FIRST LIVING LEVEL SHALL HAVE A POWDER ROOM
IN COMPLIANCE WITH LOCAL AND FEDERAL ACCESSIBILITY
STANDARDS.



CONDITIONS OF APPROVAL:

APPROVAL:

DEVELOPMENT SERVICES _____ DATE _____

PAD _____ REC _____

DS: 051283

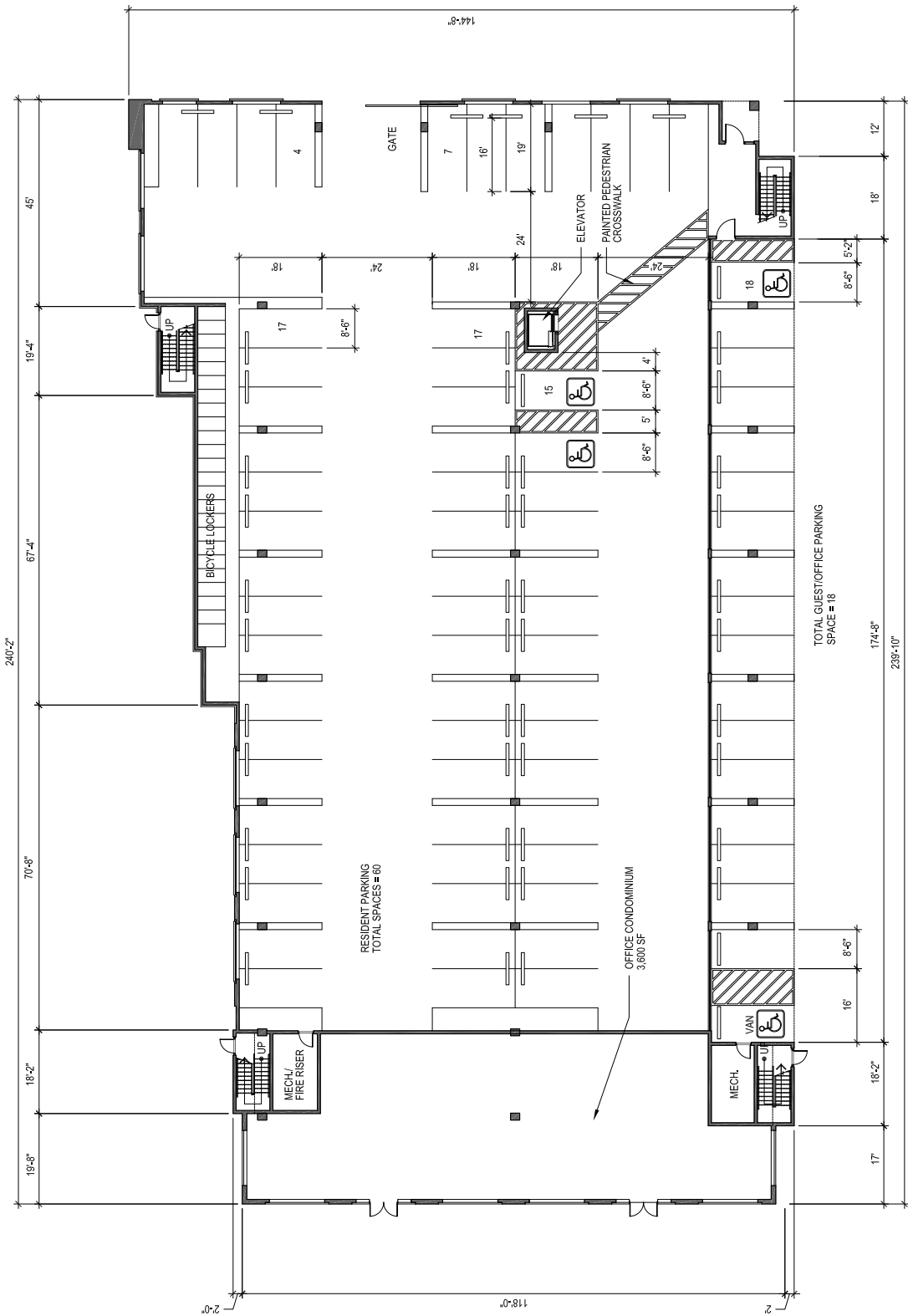
MAY 24 2007



bliform architecture
group, inc.
1320 east glenn - suite 101
phoenix, arizona 85014
Phone 602.262.0200 Fax 602.262.0209



4300 north blackstone - suite 601
mesa, arizona 85212
Phone 480.691.6323 Fax 480.762.2868

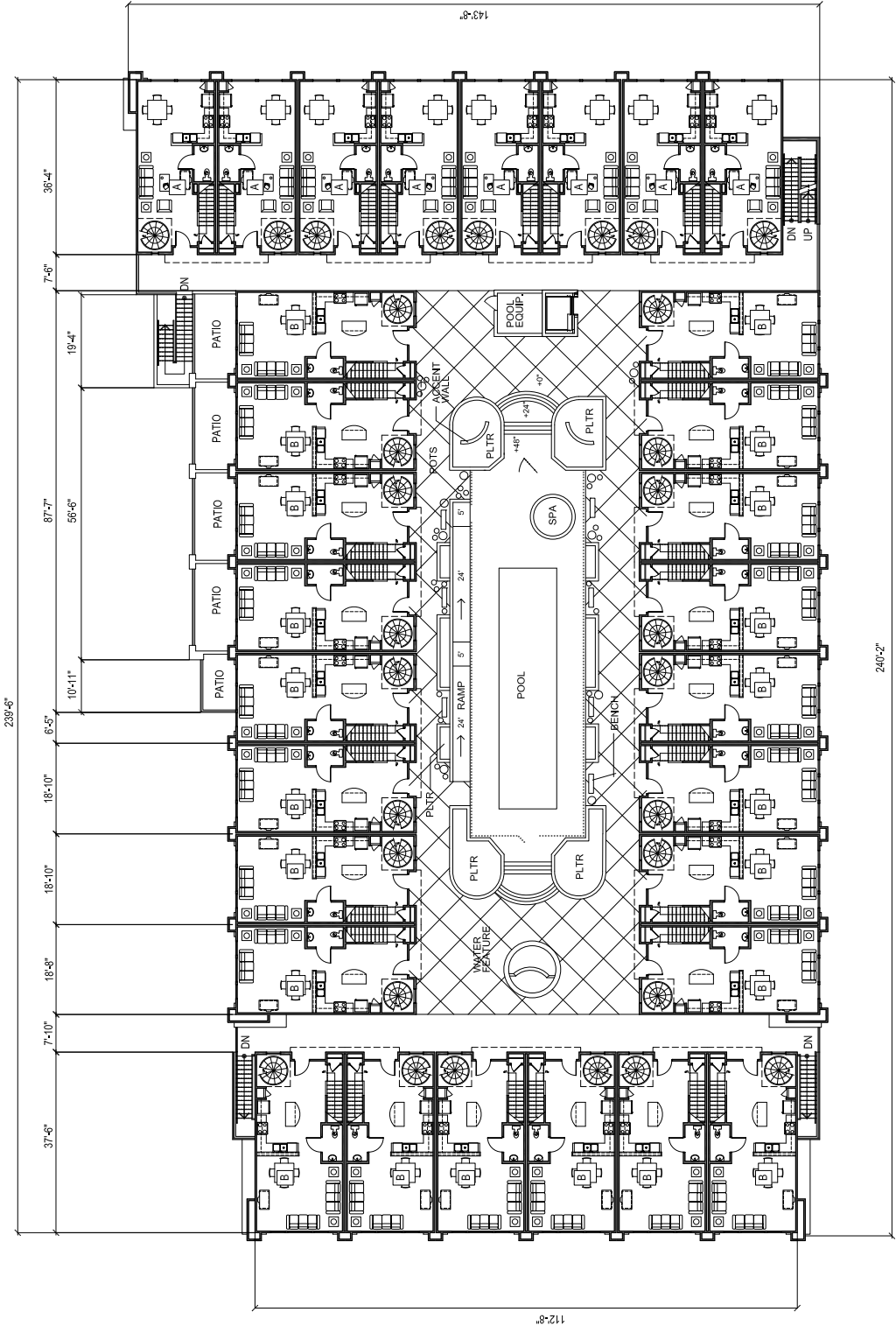


4455

FIRST FLOOR PLAN
SCALE: 3/32" = 1'-0"
SHEET 1-5

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

Tempe Distinctive Residences Arizona



4455

SECOND FLOOR PLAN
SCALE: 3/32" = 1'-0"
SHEET 1-4

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

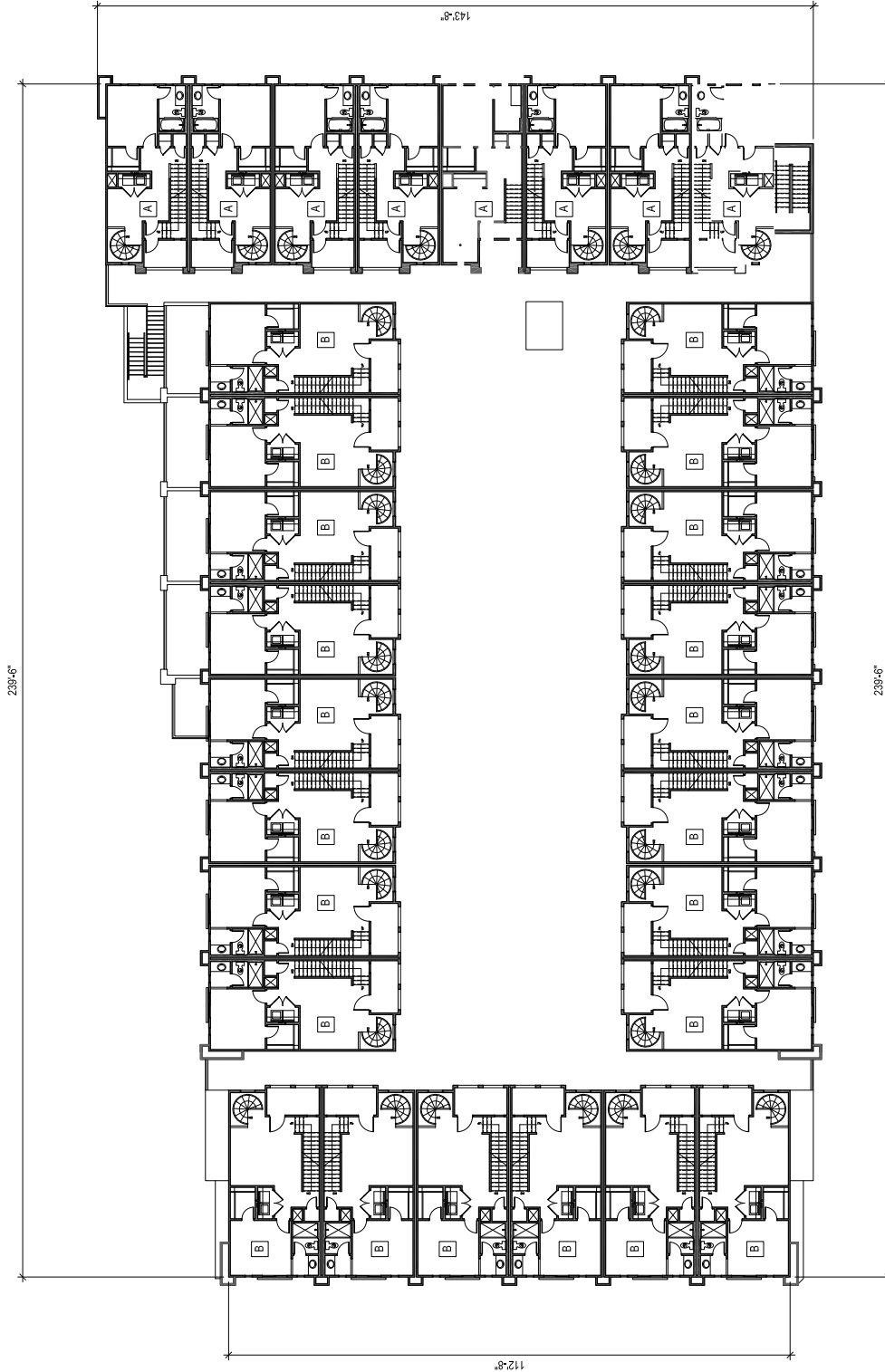
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bllform architecture
group, inc.
1320 east glenn - suite 101
phoenix, arizona 85014
Phone 602.263.0200 Fax 602.263.0209



4310 north hawthorne - suite 401
mesa, arizona 85212
Phone 480.616.0321 Fax 480.762.2868



4455

THIRD FLOOR PLAN
SCALE: 3/32" = 1'-0"
SHEET 1-5

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

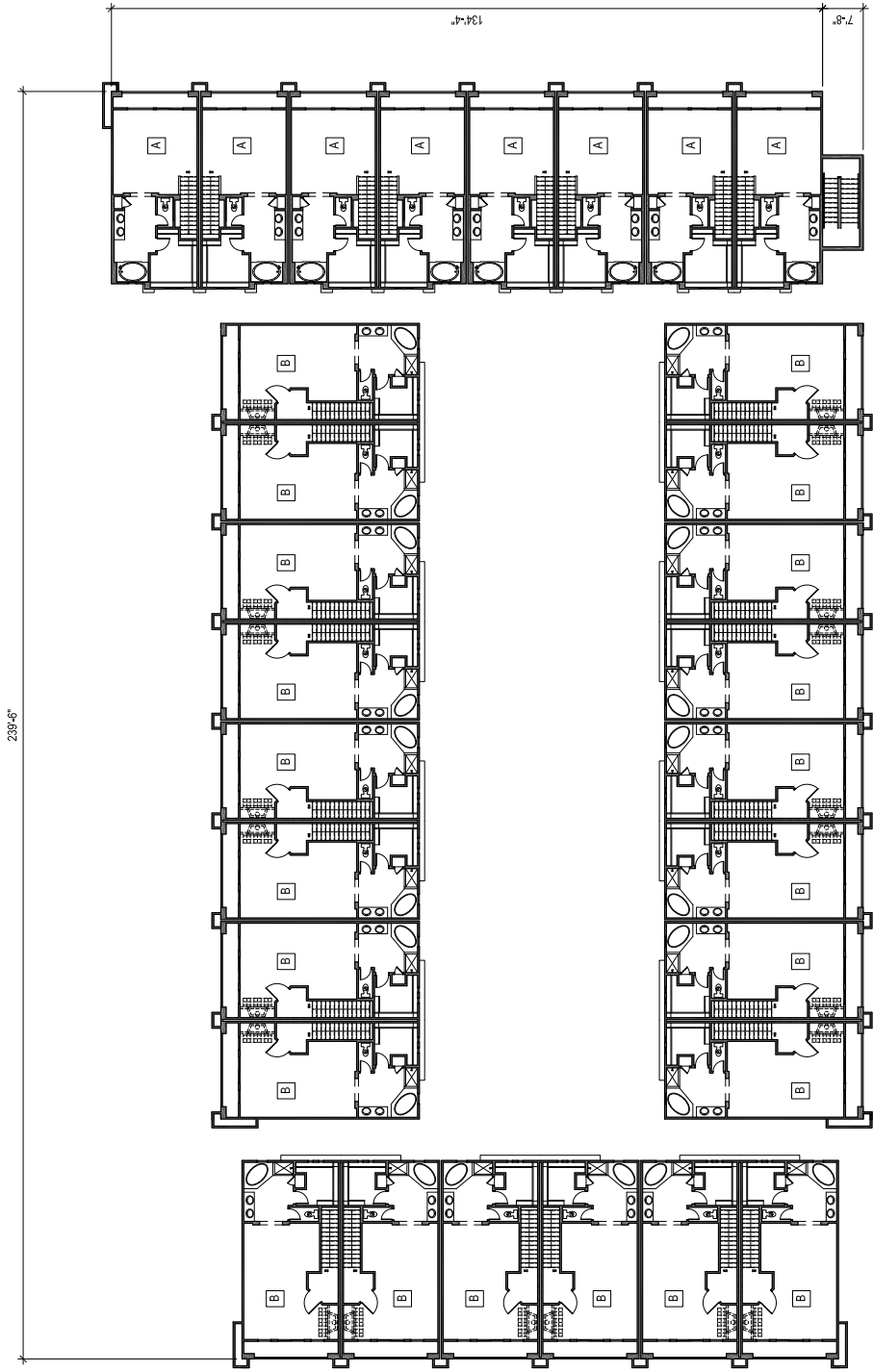
Tempe Distinctive Residences Arizona



blitform architecture
group, inc.
1320 east glenn - suite 101
phoenix, arizona 85014
Phone 602.262.0200 Fax 602.262.0229



4510 north indian school - suite 101
mesa, arizona 85212
Phone 480.611.6321 Fax 480.750.2808



4455

FOURTH FLOOR PLAN
SCALE: 3/32" = 1'-0"
SHEET 1-6

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

Tempe Distinctive Residences Arizona

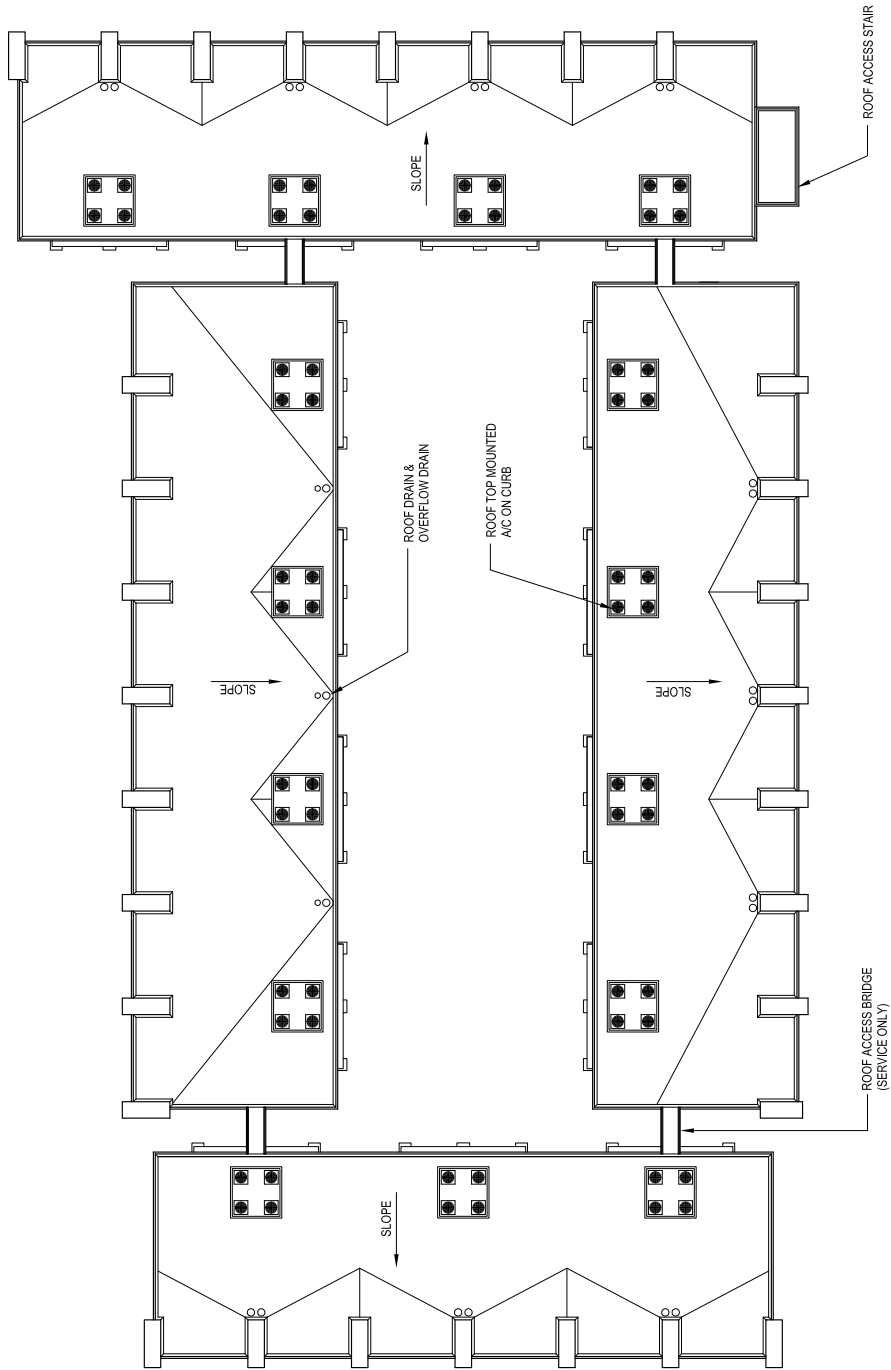
NOTE: ALL ROOF TOP MOUNTED EQUIPMENT SHALL
BE SCREENED BY THE PARAPET WALLS



biliform architecture
group, inc.
1320 west glenn - suite 101
phoenix, arizona 85014
Phone 602.265.0200 Fax 602.265.0229



4510 north horton - suite 101
mesa, arizona 85212
Phone 480.911.6321 Fax 480.792.2868



4455

ROOF PLAN
SCALE: 3/32" = 1'-0"
SHEET 1-7

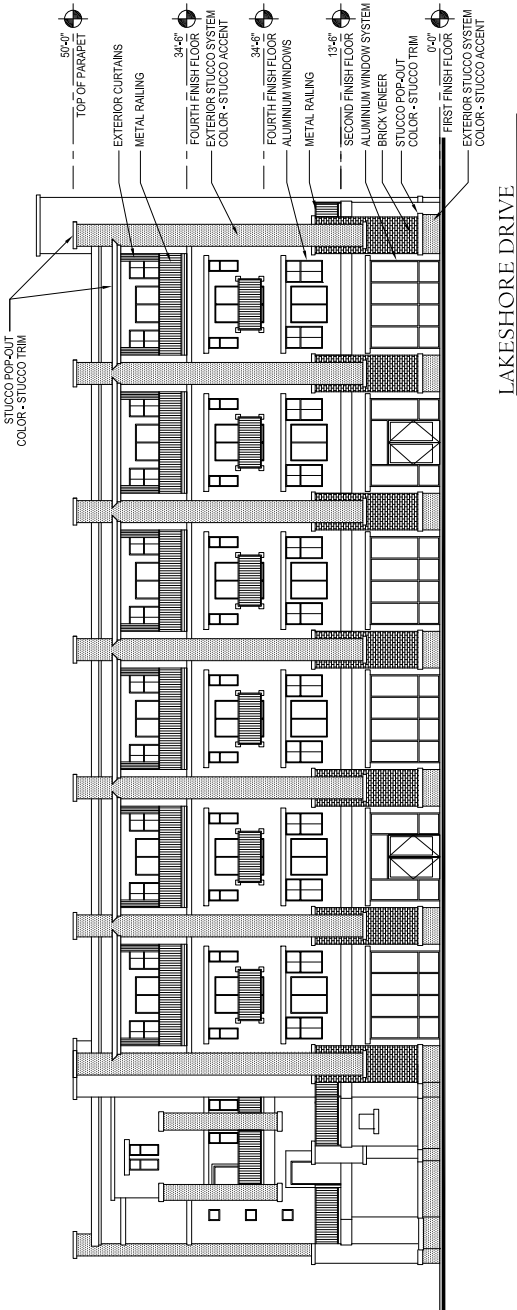
DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

Tempe Distinctive Residences Arizona



biform architecture
group, inc.
1310 east glendale, suite 101
phoenix, arizona 85014
Phone 602.262.0200 Fax 602.262.0209

D.R. HORTON INC.
America's Builder
4100 North McDowell, Suite 101
Mesa, Arizona 85212
Phone 480.691.0323 Fax 480.762.2868



4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 1-8

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

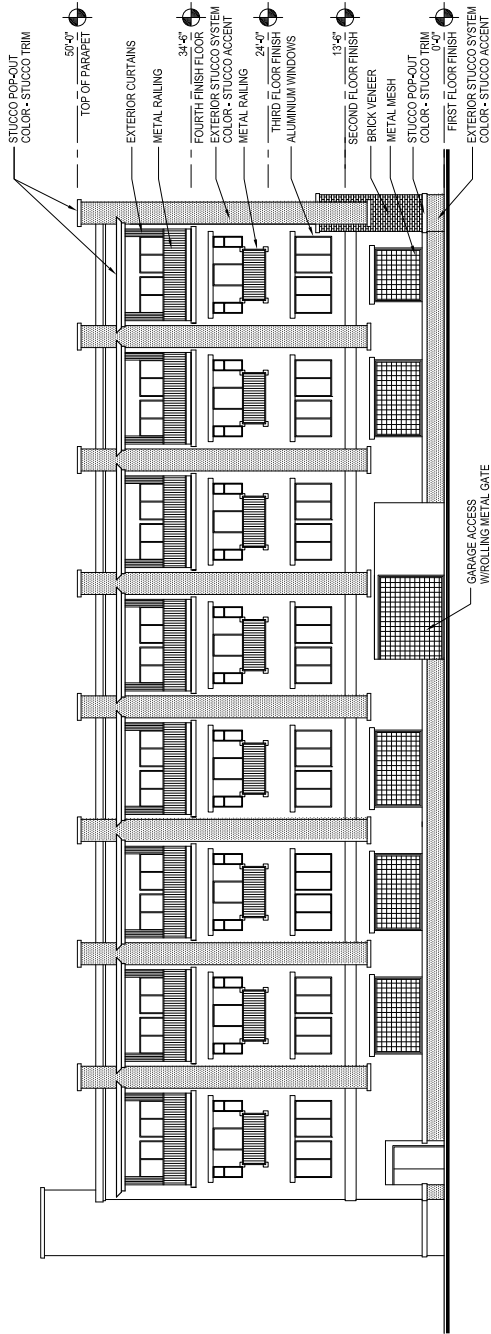
Tempe Distinctive Residences Arizona



biform architecture
group, inc.
1210 west glenn - suite 101
phoenix, arizona 85014
Phone 602.262.0200 Fax 602.262.0209



4110 north hawthorne - suite 101
mesa, arizona 85212
Phone 480.917.0321 Fax 480.762.2868



NORTH ELEVATION



EAST ELEVATION

4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 1-9

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

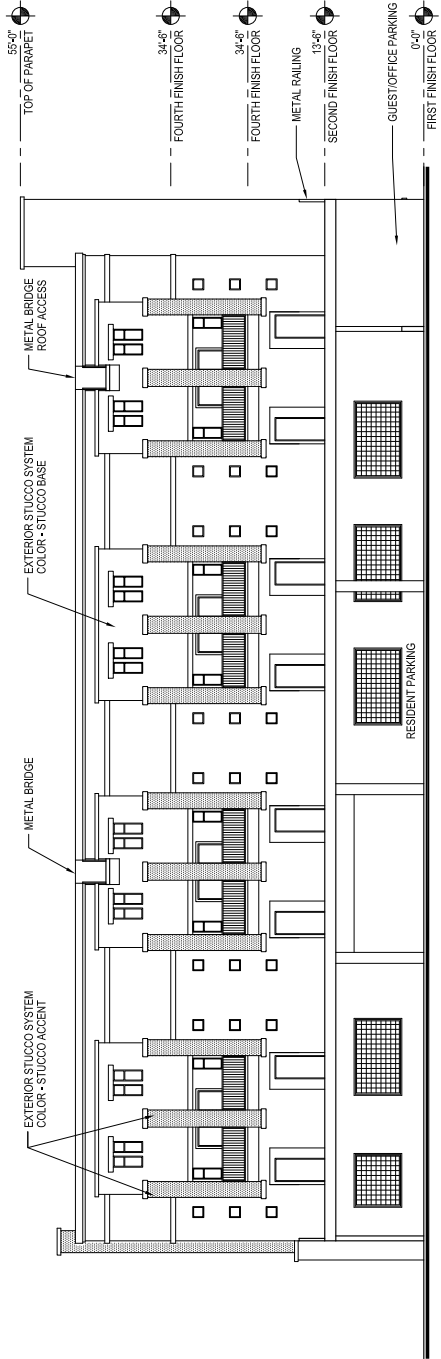
Tempe Distinctive Residences Arizona



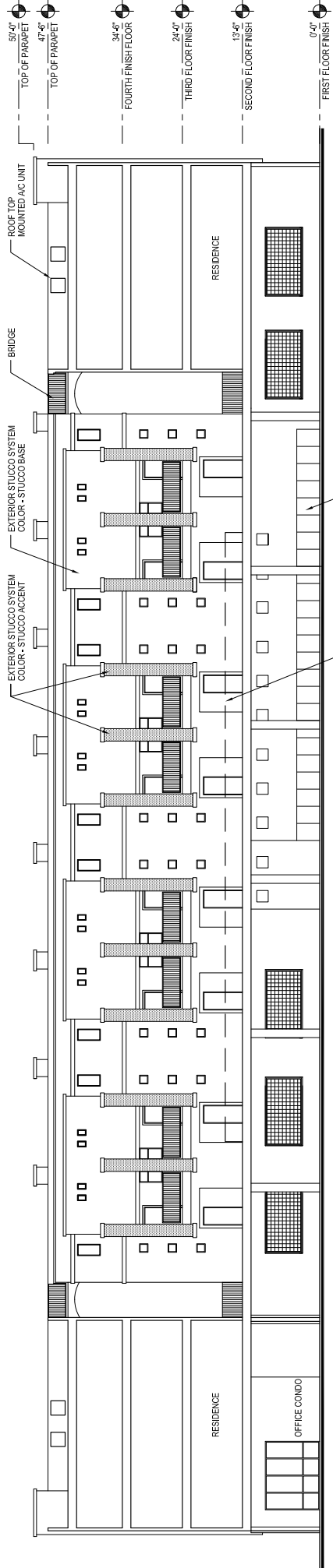
b4form architecture
group, inc.
1320 west glenn - suite 101
phoenix, arizona 85014
Phone 602.262.0020 Fax 602.262.0029



4510 north horton - suite 101
mesa, arizona 85212
Phone 480.691.0321 Fax 480.762.2608



COURTYARD ELEVATION
LOOKING NORTH



COURTYARD ELEVATION
LOOKING EAST

4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"

SHEET 1-10

DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

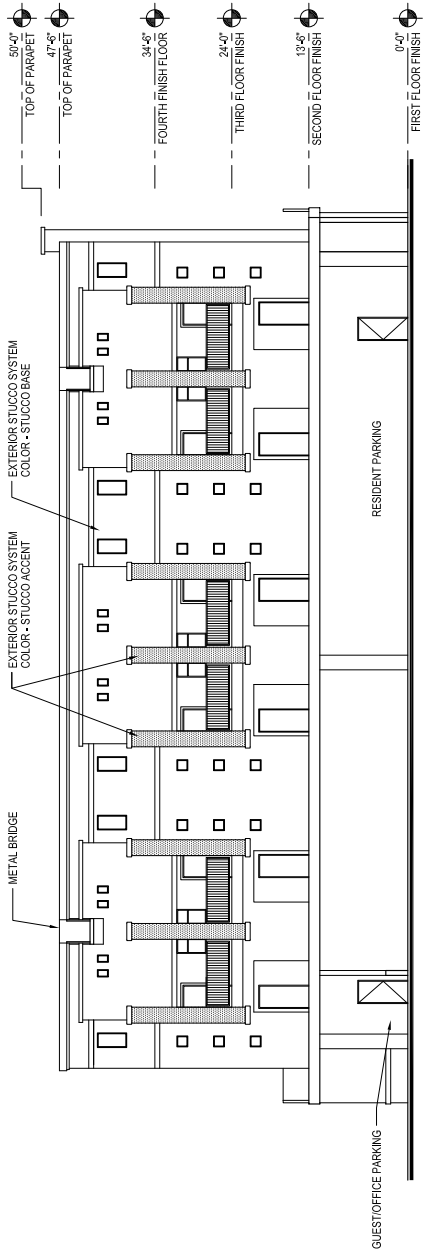
Tempe Distinctive Residences Arizona



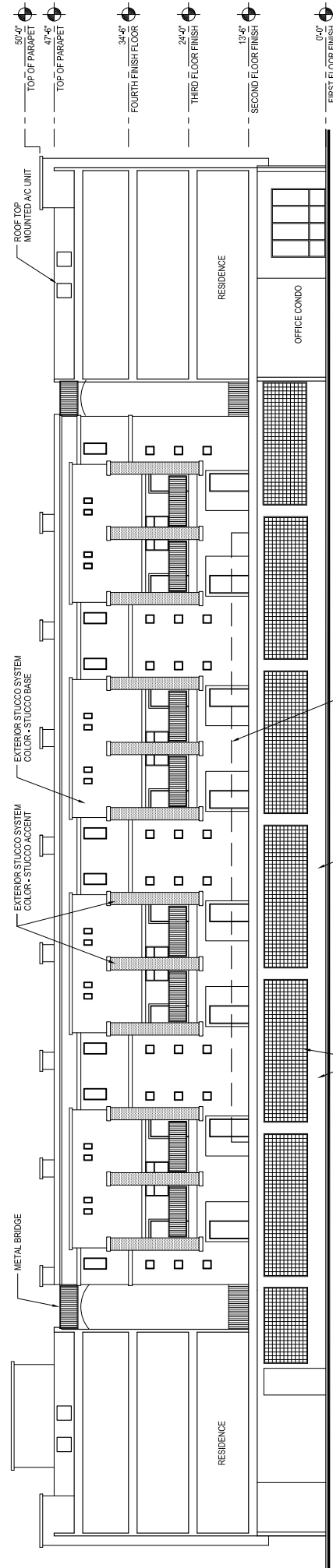
biform architecture
group, inc.
1320 west glenn - suite 101
phoenix, arizona 85014
Phone 602.262.0020 Fax 602.262.0029



4510 North Macdonald - suite 101
Mesa, Arizona 85212
Phone 480.691.4323 Fax 480.762.2608



COURTYARD ELEVATION
LOOKING SOUTH



COURTYARD ELEVATION
LOOKING EAST

4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 1-11

DS 051283
Project #06-045

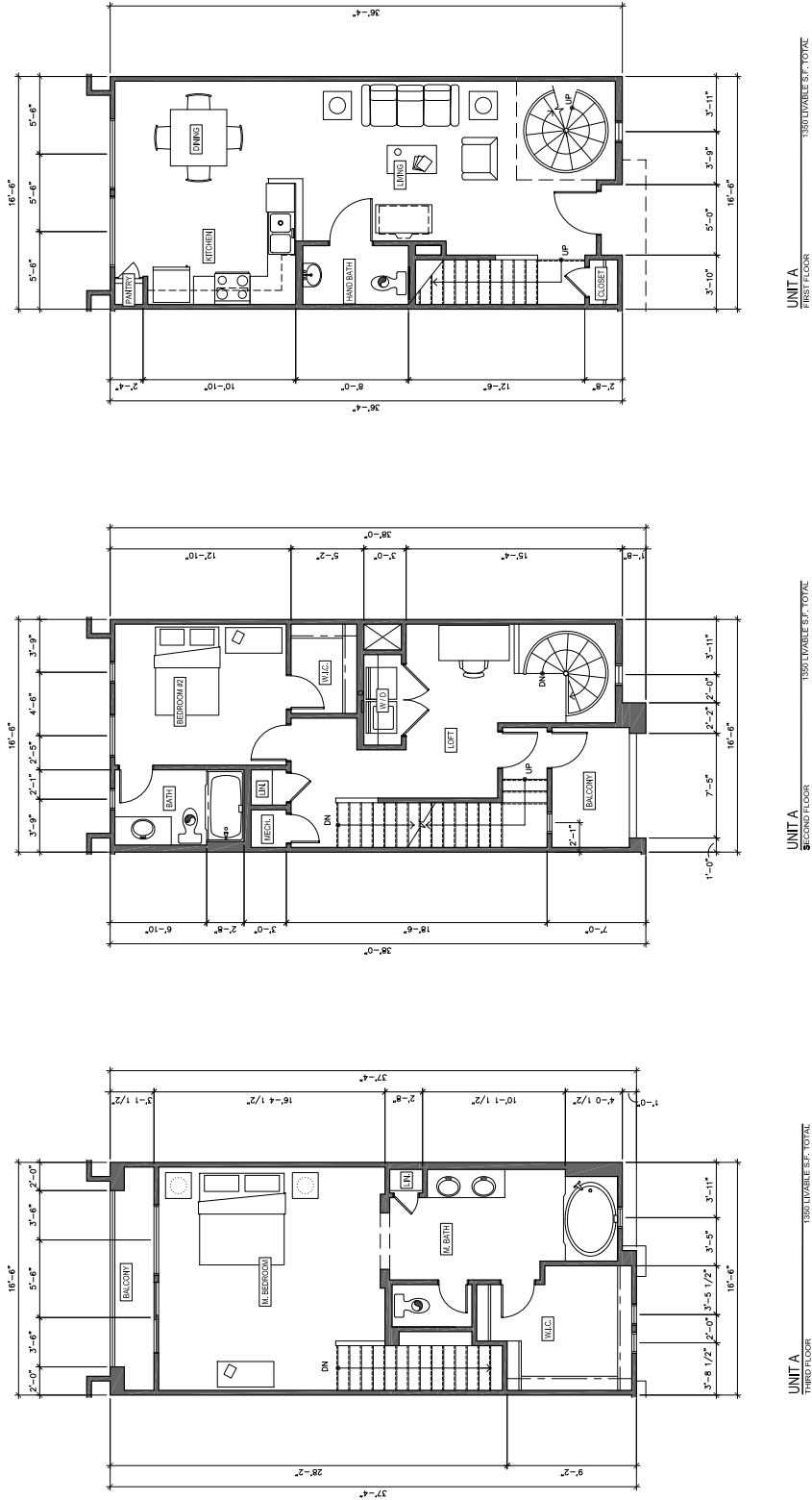
Tempe Distinctive Residences Arizona

MAY 11, 2007 REV 1
April 20, 2007



bilform architecture
group, inc.
1220 east glenn - suite 101
phoenix, arizona 85014
Phone 602.262.0200 Fax 602.262.0229

D-R-HORTON AMERICA'S
America's Builder
4310 North MacArthur - Suite 611
Mesa, Arizona 85212
Phone 480.911.6323 Fax 480.762.2868



4455

UNIT TYPE 'A' FLOOR PLAN
SCALE: 1/4" = 1'-0"
SHEET 1-12

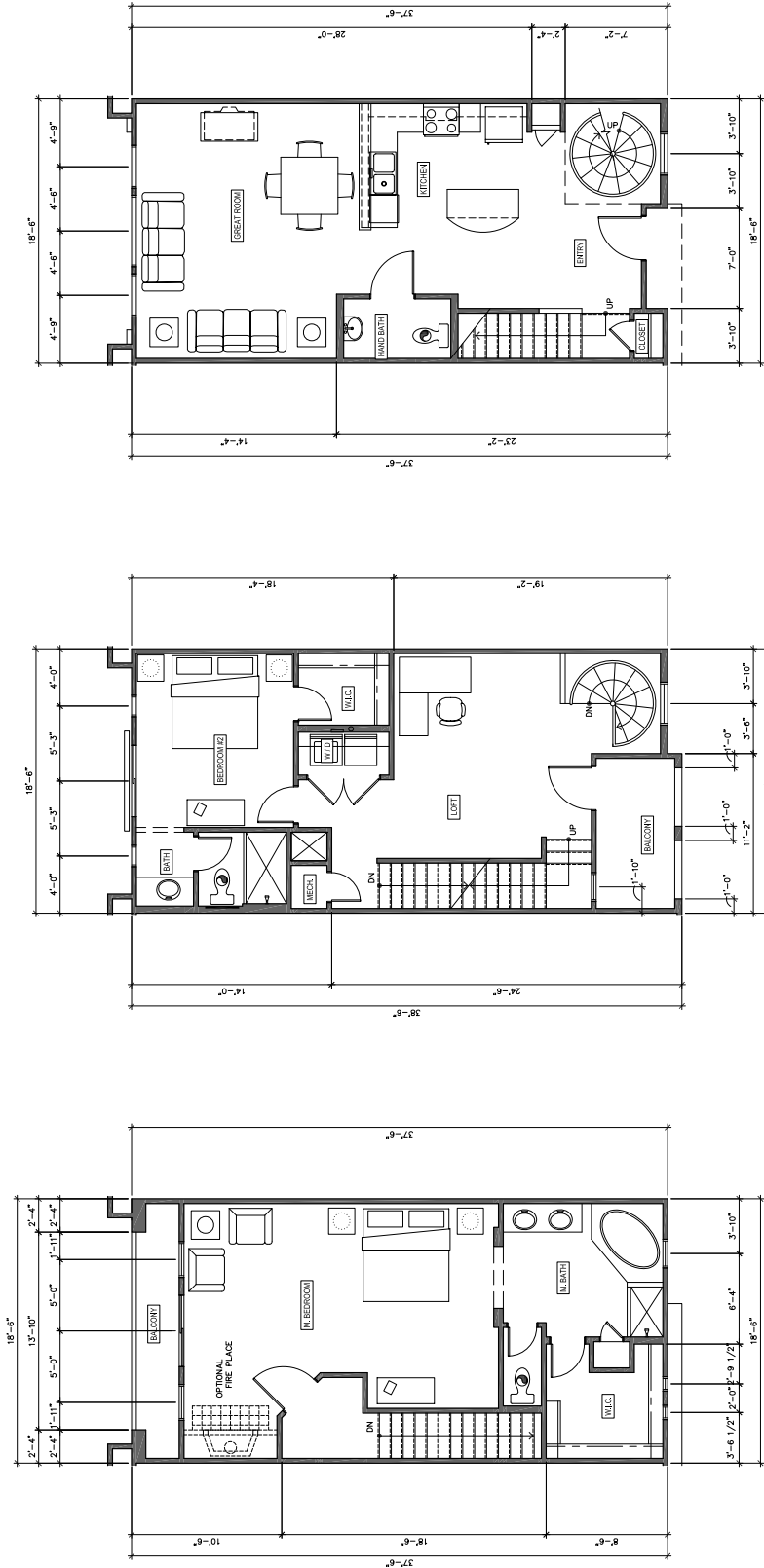
DS 051283 MAY 11, 2007 REV 1
Project #06-045 April 20, 2007

Tempe Distinctive Residences Arizona



bilform architecture
group, inc.
1320 east glenn - suite 101
phoenix, arizona 85014
Phone 602.263.0200 Fax 602.263.0229

D-R-HORTON PHI
America's Builder
4310 north hawthorne - suite 101
mesa, arizona 85212
Phone 480.911.6323 Fax 480.792.2868



UNIT B
FIRST FLOOR
1676 LIVABLE SQ. TOTAL

UNIT B
SECOND FLOOR
1676 LIVABLE SQ. TOTAL

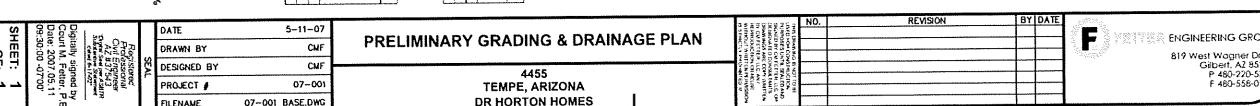
UNIT B
THIRD FLOOR
1676 LIVABLE SQ. TOTAL

UNIT TYPE 'B' FLOOR PLAN
SCALE: 1/4" = 1'-0"
SHEET 1-13

DS 051283
Project #06-045
MAY 11, 2007 REV 1
April 20, 2007

4455

Tempe Distinctive Residences Arizona



MAY 24 2007



bittform architecture
group, inc.

1111 East McDowell, Suite 111
Phoenix, Arizona 85014
Phone 602.265.5225 Fax 602.265.5225

D-R-HORTON INC.
America's Builder

4111 West McDowell, Suite 811
Phoenix, Arizona 85012
Phone 602.477.4323 Fax 602.758.2666



K1

4455

Tempe

Distinctive Residences

Arizona

Project #06-045 April 20, 2007



billform architecture
group, inc.
1115 West McDowell Avenue, Suite 111
Phoenix, Arizona 85014
Phone 602.266.5200 Fax 602.266.5229

D.R. HORTON INC.
America's Builder

4111 West McDowell Avenue, Suite 411
Phoenix, Arizona 85017
Phone 602.477.4323 Fax 602.758.2658



4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 6



bittform architecture
group, inc.
1315 1st Avenue, Suite 101
Phoenix, Arizona 85014
Phone 602.266.8200 Fax 602.266.8200

D.R. HORTON PH
America's Builder

4111 10th Avenue, Suite 611
Phoenix, Arizona 85012
Phone 602.471.4323 Fax 602.727.2556



NORTH ELEVATION



EAST ELEVATION

4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 7



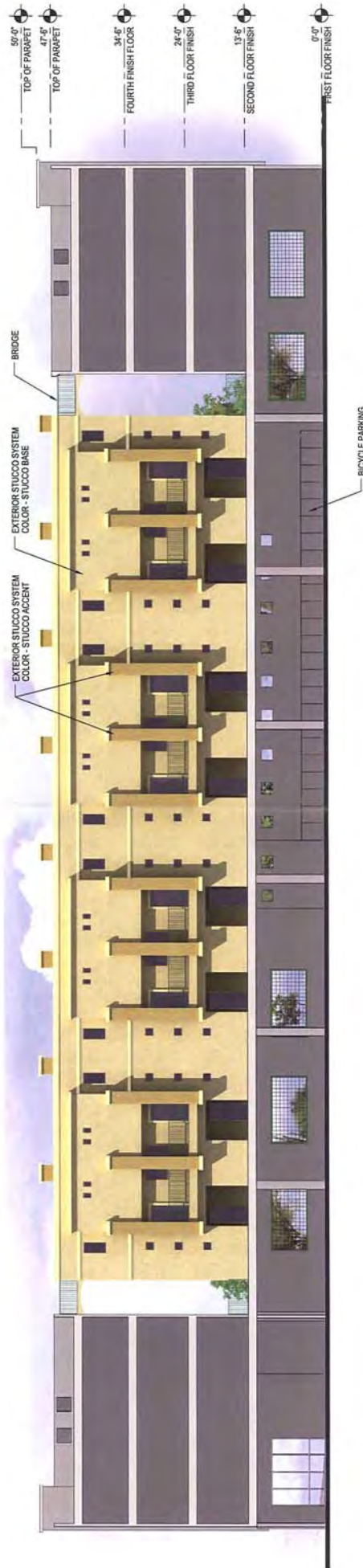
blltform architecture
group, inc.
1232 west glendale ave. 1st
glendale, az 85140
phone 602.260.8020 fax 602.260.8029

D-R-HORION ROSE
America's Builder

4155 w. indian school rd. suite 101
glendale, az 85143 fax 602.762.2868



COURTYARD ELEVATION
LOOKING NORTH



COURTYARD ELEVATION
LOOKING EAST

4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 8

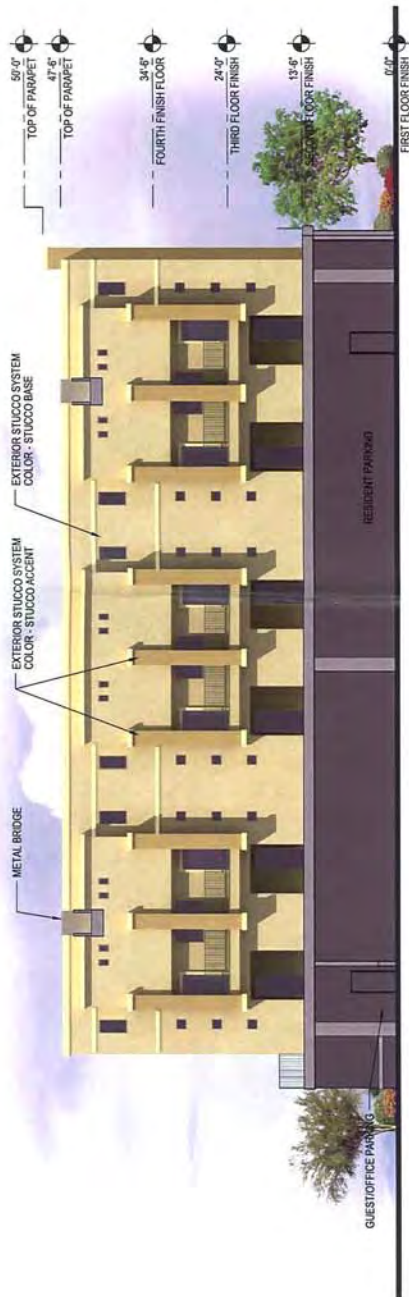
Tempe Distinctive Residences Arizona Project #06-045 April 20, 2007



biform architecture
group, inc.
1212 east 100th, suite 101
tucson, arizona 85710
Phone 424.265.5020 Fax 424.265.5029

D-R-HORION ^{ROSE}
America's Builder

4555 N.W. 10th Avenue, Suite 101
Tucson, Arizona 85710
Phone 424.265.5020 Fax 424.265.5029



COURTYARD ELEVATION
LOOKING SOUTH



COURTYARD ELEVATION
LOOKING EAST

4455

EXTERIOR BUILDING ELEVATIONS
SCALE: 1/8" = 1'-0"
SHEET 9

Project #06-045 April 20, 2007

Arizona

Distinctive Residences

Tempe



1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This report documents a traffic impact evaluation performed for a proposed multi-use development on the northeast corner of Rural Road and Lakeshore Drive in Tempe, Arizona.

1.2 REPORT PURPOSE AND OBJECTIVES

Kimley-Horn and Associates, Inc., has been retained by DR Horton to perform a preliminary review of traffic impacts for the proposed development.

The purpose of this preliminary study is to address traffic and transportation impacts of the proposed development and provide the City of Tempe the ability to address additional concerns. The specific objectives of this study are:

- To provide a preliminary assessment of traffic impacts of the proposed development on the adjacent street network;
- To provide trip generation and distribution of the proposed development; and
- To determine potential issues arising from the proposed development.

1.3 PRINCIPAL FINDINGS AND RECOMMENDATIONS

The proposed development is expected to generate 271 daily trips, with 26 trips occurring in the AM peak hour and 27 trips occurring in the PM peak hour. To ensure that the estimate of the traffic impacts is the maximum that can be expected, it is assumed that the site will be 100 percent occupied upon buildout.

- The site, without median modifications on Lakeshore Drive, will not have direct left-turn access resulting in increased U-turns at both the intersections of Lakeshore Drive/Rural Road and Lakeshore Drive/Carson Drive. A median opening at the proposed driveway will mitigate potential adverse traffic impacts associated with U-turn maneuvers at these locations.
- The unsignalized intersection of Rural Road and Lakeshore Drive is not expected to operate at a satisfactory LOS in 2007. The proposed site access driveways and the Lakeshore Drive/Carson Drive intersection are anticipated to operate at acceptable levels of service in 2007. The signalized intersection of Baseline Road and Lakeshore Drive is expected to operate at an acceptable LOS in 2007.
- It is recommended that a median opening be provided at the proposed site access driveway along Lakeshore Drive with an eastbound left-turn lane pocket with a storage capacity of 70 feet.

5.0 PROJECTED TRAFFIC

5.1 SITE TRAFFIC FORECASTS

5.1.1 Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation, 7th Edition*, was used to obtain daily and peak-hour trip generation rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the proposed development. The trip generation characteristics of the site are summarized in Table 6.

Table 6 – Project Trip Generation

Land Use	ITE Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Residential Condo/Townhouse	230	30	DU	231	3	17	20	15	7	22
General Office	710	3,600	SF	40	5	1	6	1	4	5
TOTAL				271	8	18	26	16	11	27

Residential Condominium/Townhouse (ITE 7th Edition)

Daily (ITE 230)

$$\text{Ln}(T) = 0.850 \times \text{Ln}(\text{number of DU's}) + 2.55$$

50% In

50% Out

AM Peak Hour (ITE 230)

$$\text{Ln}(T) = 0.80 \times \text{Ln}(\text{number of DU's}) + 0.26$$

17% In

83% Out

PM Peak Hour (ITE 230)

$$\text{Ln}(T) = 0.82 \times \text{Ln}(\text{number of DU's}) + 0.32$$

67% In

33% Out

General Office (ITE 7th Edition)

Daily (ITE 710)

$$T = 11.01 \times (1000\text{'s of SF})$$

50% In

50% Out

AM Peak Hour (ITE 710)

$$T = 1.55 \times (1000\text{'s of SF})$$

88% In

12% Out

PM Peak Hour (ITE 710)

$$T = 1.49 \times (1000\text{'s of SF})$$

17% In

83% Out

The proposed development is expected to generate 271 daily trips, with 26 trips occurring in the AM peak hour and 27 trips occurring in the PM peak hour.

5.1.2 Trip Generation Comparison

A trip generation comparison was conducted to determine the additional traffic impacts to the transportation system. These calculations indicate that the proposed development is anticipated to generate 359 fewer daily trips, with 20 additional trips occurring in the AM peak hour and 25 fewer trips occurring in the PM peak hour. Trip generation comparison is shown in Table 7.

Table 7 – Trip Generation Comparison

Land Use	Daily Total	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT TOTAL	630	5	1	6	35	17	52
PROPOSED DEVELOPMENT TOTAL	271	8	18	26	16	11	27
NEW TRIP GENERATION	-359	3	17	20	-19	-6	-25

5.1.3 Trip Distribution

Daily trips were distributed based on the Maricopa Association of Governments' (MAG) estimate of total employment and population within an 11.8-mile radius of the site and distributed over the cardinal directions. This radius is based on the average trip length to residential and employment land uses discussed in the *NPTS Urban Travel Patterns* report (December 1999).



2.0 PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The proposed residential and commercial development is located on the northeast corner of Rural Road and Lakeshore Drive in Tempe, Arizona. The project location is shown in **Figure 1**.

2.2 LAND USE AND SITE PLAN

The overall development consists of residential and commercial uses. The total site area is on approximately 1.2 acres. **Table 1** illustrates the land uses of the proposed development.

Table 1 – Land Use

General Description	ITE Land Use	Size
Residential	Condo/Townhouse	30 Dwelling Units
Commercial	General Office	3,600 Square feet

The layout of the site is illustrated in **Figure 2**.

The proposed development is a multi-use facility with four floors and a parking garage. The ground level consists of 3,600 square feet of office space with commercial and guest residential parking available. Levels two through four consist of resident living areas.

The site is bound on the north and east by existing developments, on the south by Lakeshore Drive, and on the west by Rural Road.

2.3 SITE ACCESSIBILITY

The site is accessed locally via Rural Road and Lakeshore Drive. The proposed site will consist of one new access onto Lakeshore Drive and the existing access onto Rural Road.

2.4 SITE CIRCULATION

The site plan is shown in previously referenced **Figure 2**.

Currently, a center median is located at the proposed site access. With the current geometric conditions, entering site traffic will travel eastbound on Lakeshore Drive to the break in the median at Carson Drive and perform a U-turn. This will add to the existing U-turn movements at this location. Exiting site traffic with destinations southbound on Rural Road will travel eastbound on Lakeshore Drive to Baseline Road, then proceed on Baseline Road to the Rural Road/Baseline Road intersection and perform a left-turn to head southbound.

Driveway 1 is proposed as a full access driveway located approximately 215 feet east of the Rural Road/Lakeshore Drive intersection. Driveway 1 will provide shared access to the adjacent office land uses to the east.

Driveway 2 is proposed as a restricted access driveway permitting only northbound right-in and westbound right-out movements. Driveway 2 is located approximately 295 feet north of the Rural Road/Lakeshore Drive intersection.



4.0 EXISTING CONDITIONS

4.1 PHYSICAL CHARACTERISTICS

The existing roadway network within the study area includes Rural Road and Lakeshore Drive. The existing intersection lane use and traffic control is shown in **Figure 3**.

Rural Road runs north-south with three lanes in each direction. The posted speed limit is 40 miles per hour (mph). Curb and gutter are present in the vicinity of the site. Sidewalks exist on both sides of the roadway in the vicinity of the site.

Baseline Road runs east-west with three lanes in each direction. The posted speed is 45 mph. Curb and gutter and sidewalks are present on both sides of the roadway.

Lakeshore Drive runs east-west with a travel lane in each direction. The posted speed limit is 35 mph. Curb and gutter are present in the vicinity of the site. Sidewalks exist on both sides of the roadway in the vicinity of the site. Bicycle lanes exist on both sides of the roadway; however, the westbound bicycle lane ends approximately 250 feet east of the Rural Road/Lakeshore Drive intersection.

Carson Drive runs north-south with a travel lane in each direction. Curb and gutter are present in the vicinity of the site. Sidewalks exist on the west side of the roadway in the vicinity of the site.

The Rural Road/Lakeshore Drive intersection is two-way stop-controlled in the east-west direction, the Baseline Road/Lakeshore Drive intersection is controlled by a traffic signal, the site access driveway/Lakeshore Drive intersection is stop-controlled in the southbound direction, and the Lakeshore Drive/Carson Drive intersection is two-way stop-controlled in the southbound direction.

4.2 TRAFFIC VOLUMES

Turning movement counts were collected at the intersections of Rural Road/Lakeshore Drive, Lakeshore Drive/Carson Drive and Rural Road/NW Site Driveway on Wednesday, October 19, 2005 and Thursday, October 20, 2005. Additional turning movement counts were collected at the intersection of Baseline Road/Lakeshore Drive on Thursday, April 13, 2006. The counts were performed between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. The results of these counts are shown in **Figure 3**. A copy of the counts is included in the **Appendix**.

4.3 LEVEL OF SERVICE

The LOS at the existing intersections of Rural Road and Lakeshore Drive, Lakeshore Drive and Carson Drive, and Rural Road and the NW Site Driveway were determined using the previously referenced turning movement counts. The LOS for the intersection was evaluated using the *2000 Highway Capacity Manual* methodology for unsignalized and signalized intersections. The existing intersection geometry and control, shown in **Figure 3**, was used to obtain the LOS. The results of this analysis are shown in **Table 2** and **Table 3**.

Table 2 – Existing Level of Service: Unsignalized Intersection

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Rural Road and Lakeshore Drive												
AM Peak	-	-	-	F	-	-	-	-	-	F	-	-
PM Peak	-	-	-	E	-	-	-	-	-	F	-	-
Lakeshore Drive and Carson Drive												
AM Peak	-	-	-	B	-	B	A	-	-	-	-	-
PM Peak	-	-	-	B	-	A	A	-	-	-	-	-
Rural Road and NW Site Driveway												
AM Peak	-	-	-	-	-	-	-	-	-	-	-	C
PM Peak	-	-	-	-	-	-	-	-	-	-	-	B

Table 3 – Existing Level of Service: Signalized Intersection

Scenario	Existing LOS (with Permitted Phasing)
Baseline Road and Lakeshore Drive	
AM Peak	B
PM Peak	B

4.4 EXISTING LAND USE

The project site is currently occupied by a vacant quality restaurant estimated to be approximately 7,000 square feet. If occupied the current land uses would be expected to generate 630 daily trips, with 6 trips occurring in the AM peak hour and 52 trips occurring in the PM peak hour. Trip generation of the existing site is summarized in **Table 4**.

Table 4 – Existing Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
Quality Restaurant	931	7,000	SF	630	5	1	6	35	17	52
TOTAL				630	5	1	6	35	17	52

Quality Restaurant (ITE 7th Edition)

Daily (ITE 931)

AM Peak Hour (ITE 931)

PM Peak Hour (ITE 931)

$T = 89.95 \times (1000\text{'s of SF})$

$T = 0.81 \times (1000\text{'s of SF})$

$T = 7.49 \times (1000\text{'s of SF})$

(5th Ed. Dist.)

50% In

82% In

67% In

50% Out

18% Out

33% Out

4.5 ADJACENT LAND USE

Currently, adjacent land uses to the east of the proposed site can access Lakeshore Drive via the proposed site driveway and Carson Drive. To determine the traffic impacts associated with the shared driveway it was assumed the office buildings adjacent to the shared access would utilize this driveway and the offices adjacent to Carson Drive will utilize Carson Drive for access to the roadway network. The adjacent office to the proposed driveway was assumed to be 7,500 square feet. Trip generation for the adjacent office use is summarized in **Table 5**.

Table 5 – Adjacent Land Use Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
General Office	710	7,500	SF	83	11	1	12	2	9	11

General Office (ITE 7th Edition)

Daily (ITE 710)

AM Peak Hour (ITE 710)

PM Peak Hour (ITE 710)

$T = 11.01 \times (1000\text{'s of SF})$

$T = 1.55 \times (1000\text{'s of SF})$

$T = 1.49 \times (1000\text{'s of SF})$

50% In

88% In

17% In

50% Out

12% Out

83% Out



Residential Uses

<u>Percent to and from:</u>	<u>2010</u>
North	24 %
East	37 %
South	16 %
West	22 %

Commercial Uses

<u>Percent to and from:</u>	<u>2010</u>
North	27 %
East	21 %
South	15 %
West	37 %

The above data shows the MAG projected trip distribution based on total residential population within an 11.8-mile radius of the site. The results of this distribution are used as a basis for determining the ultimate trip distribution for the commercial site. In addition to the MAG projected trip distribution, the ultimate surrounding roadway system also is taken into consideration when trip distribution is determined; therefore, the distribution shown above was further refined by considering the future roadway network near the site.

Figure 4 illustrates the trip distribution for the study area.

East and westbound traffic will primarily use US 60 as a major travel link though the system; therefore, site traffic traveling east or west will first travel northbound to gain access to US 60. Southbound traffic will first travel eastbound on Lakeshore Drive to access Baseline Road. From Baseline Road, traffic will proceed westbound to the Rural Road/Baseline Road intersection and perform a westbound left-turn to head southbound on Rural Road. The resulting trip distributions are approximately 70 percent to the north, 20 percent to the south, and 10 percent to the east.

5.1.4 Traffic Assignment

Trips were assigned to the roadway network on the basis of the trip distribution and the likely travel patterns to and from the site. Figure 5 shows the results of the traffic assignment. Traffic generated from the adjacent office uses was assigned to the roadway network based on the trip distribution previously discussed.

5.2 FUTURE TRAFFIC FORECASTING

The background traffic volumes for the buildout year 2007 were calculated based on the average daily traffic volumes (ADT) obtained from the Maricopa County website. Table 8 shows average daily traffic (ADT) volumes in the vicinity of the site and the corresponding growth rate.

Table 8 – Traffic Growth

Roadway	2004-2005 ADT (vehicles per day, both directions)	2001-2002 ADT (vehicles per day, both directions)	Average Annual Growth
Rural Road	48,530	44,218	3.15%

6.0 TRAFFIC AND IMPROVEMENT ANALYSIS

6.1 LEVEL OF SERVICE ANALYSIS

The LOS for the study area intersections for 2007 was evaluated using the *2000 Highway Capacity Manual* methodology for unsignalized and signalized intersections. The unsignalized intersections in the study area were evaluated on the basis of the total traffic shown in **Figure 7**, and the recommended geometry shown in **Figure 8**. The results of the analysis for the unsignalized intersections and site driveways are shown in **Table 9**.

Table 9 – 2007 Level of Service: Unsignalized Intersections

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
<i>Rural Road and Lakeshore Drive</i>												
AM Peak	-	-	-	F	-	-	-	-	-	F	-	F
PM Peak	-	-	-	F	-	-	-	-	-	F	-	C
<i>Lakeshore Drive and Carson Drive</i>												
AM Peak	-	-	-	B	-	B	A	-	-	-	-	-
PM Peak	-	-	-	B	-	B	A	-	-	-	-	-
<i>Rural Road and Site Access Driveway</i>												
AM Peak	-	-	-	-	-	-	-	-	-	-	-	C
PM Peak	-	-	-	-	-	-	-	-	-	-	-	B
<i>Lakeshore Drive and Site Access Driveway</i>												
AM Peak	-	-	-	B	-	B	A	-	-	-	-	-
PM Peak	-	-	-	B	-	B	A	-	-	-	-	-

The unsignalized intersection of Rural Road and Lakeshore Drive is not expected to operate at a satisfactory LOS in 2007. The proposed site access driveways and the Lakeshore Drive/Carson Drive intersection are anticipated to operate at acceptable levels of service in 2007.

The signalized intersection in the study area was evaluated on the basis of the total traffic shown in **Figure 7**, and the recommended geometry shown in **Figure 8**. The results of this analysis are shown in **Table 10**.

Table 10 – 2007 Level of Service: Signalized Intersections

Scenario	LOS with Background Traffic	LOS with Background PLUS Project Traffic
<i>Baseline Road and Lakeshore Drive</i>		
AM Peak	B	B
PM Peak	B	B

The signalized intersection of Baseline Road and Lakeshore Drive is expected to operate at an acceptable LOS in 2007.

6.2 LEFT-TURN STORAGE ANALYSIS

The unsignalized intersections in the study area were analyzed to determine the left-turn storage needed to accommodate the expected traffic volumes in the year 2007.

The left-turn storage lengths were determined for the left-turn movements at the study area intersections and the left-turn ingress movements into the proposed development at site driveways. The calculated storage at the Lakeshore Drive/Driveway 1 intersection was determined to be less than 35 feet; however, it is recommended to maximize the left-turn storage bay and provide 70 feet of storage. The calculations associated with these conclusions are included in the **Appendix**. The recommended storage lengths shown in **Table 11** are based on total traffic volumes shown in **Figure 7**.

Table 11 – Left-Turn Storage

Intersection and Approach	Existing	Recommended
Lakeshore Drive and Driveway 1		
- Eastbound Approach	-	70 feet

6.3 QUEUING ANALYSIS

A queuing analysis was performed to determine the average queue length expected for the site access Lakeshore Drive and Driveway 1 intersection. Specifically, queue lengths were determined for the recommended eastbound left-turn into the site at the Lakeshore Drive/Driveway 1. As shown in **Table 11** the recommended storage for this movement is 70 feet.

Queuing observations were taken for the Rural Road and Lakeshore Drive intersection for the AM and PM peak periods. Queue lengths for westbound right-turning traffic from Lakeshore Drive onto Rural Road typically queued back when northbound traffic on Rural Road queues extended south of Lakeshore Drive. With westbound right-turn queues only stationary for about 15 to 30 seconds; therefore, queues were able to dissipate quickly limiting the time queues would block the proposed driveway on Lakeshore Drive.

Queuing observations indicated that the westbound right-turn lane queues from Lakeshore Drive onto Rural Road will back up to the proposed driveway an estimated 5%(3 minutes) of the peak hour. However, when this occurs drivers waiting in the westbound right-turn lane may be more willing to provide gaps in the queue to allow for eastbound left-turning traffic into the site since this does not affect their delay. Therefore, it is concluded that when the queues do block the site driveway, drivers are likely to allow other movements by not blocking driveways or sidestreets. **Figure 9** shows the eastbound left turn conceptual design with 70 feet of storage length being able to accommodate 4 vehicles.

Based on the projected left-turning volumes and various assumptions for the delay to turn left into the site driveway from Lakeshore Drive an analysis of the likely eastbound left turning queue was performed.

With the average wait of 30 seconds per vehicle to perform a left-turning maneuver at this driveway, queues will not exceed 2 vehicles with a 99.8 % confidence level. With an average wait time of 60 seconds per vehicle the queue will not exceed 2 vehicles with a 98.1% confidence level. A copy of the calculation is attached in the **Appendix**.

The proposed roadway geometry will accommodate storage for at least four vehicles without impacting Lakeshore Drive. Up to 6 vehicles could be stored before impacting Rural Road. Based on these conditions, the proposed access should not cause a significant negative impact to traffic along Lakeshore Drive.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The proposed residential and commercial development is located on the northeast corner of Rural Road and Lakeshore Drive in Tempe, Arizona. The total site area is on approximately 1.2 acres. Kimley-Horn and Associates, Inc., has been retained by DR Horton to perform a preliminary review of traffic impacts for the proposed development.

The purpose of this preliminary study is to address the trip generation characteristics of the site and outline any potential impacts through this preliminary evaluation.

ITE's *Trip Generation*, 7th Edition, was used to obtain daily and peak-hour trip generation rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the proposed development. The proposed development is expected to generate 271 daily trips, with 26 trips occurring in the AM peak hour and 27 trips occurring in the PM peak hour.

The unsignalized intersection of Rural Road and Lakeshore Drive is not expected to operate at a satisfactory LOS in 2007. The proposed site access driveways and the Lakeshore Drive/Carson Drive intersection are anticipated to operate at acceptable levels of service in 2007. The signalized intersection of Baseline Road and Lakeshore Drive is expected to operate at an acceptable LOS in 2007.

Currently, a center median is located at the proposed site access. With the current geometric conditions, entering site traffic will travel eastbound on Lakeshore Drive to the break in the median at Carson Drive and perform a U-turn. This will add to the existing U-turn movements at this location. Exiting site traffic with destinations southbound on Rural Road will travel eastbound on Lakeshore Drive to Baseline Road, then proceed on Baseline Road to the Rural Road/Baseline Road intersection and perform a left-turn to head southbound.

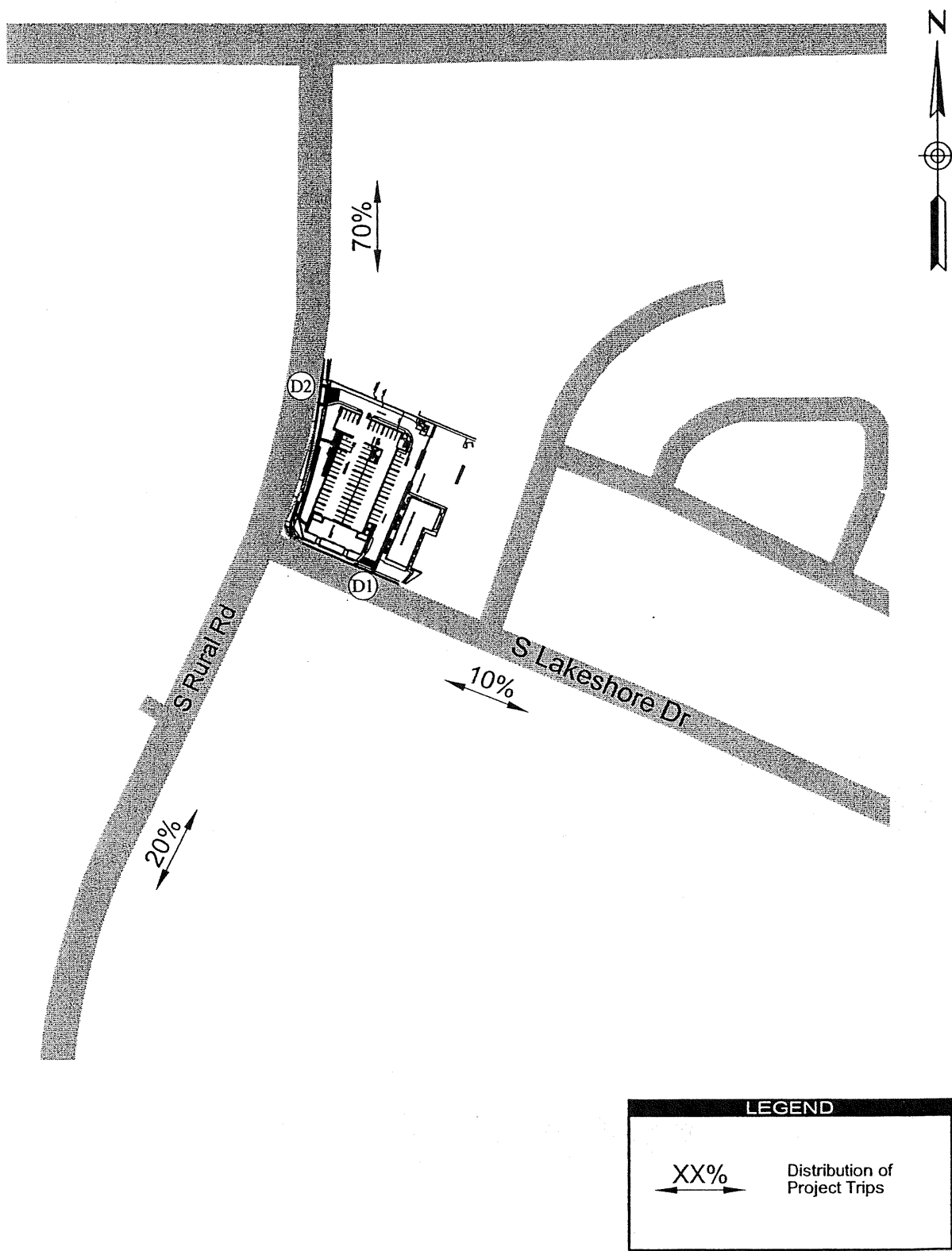
The site, without median modifications on Lakeshore Drive, will not have direct left-turn access resulting in increased U-turns at both the intersections of Lakeshore Drive/Rural Road and Lakeshore Drive/Carson Drive. A median opening at the proposed driveway will mitigate potential adverse traffic impacts associated with U-turn maneuvers at these locations. It is recommended that a median opening be provided with a left-turn lane pocket with a storage capacity of 70 feet.

The proposed roadway geometry will accommodate storage for at least four vehicles without impacting Lakeshore Drive. Up to 6 vehicles could be stored before impacting Rural Road. Based on these conditions, the proposed access should not cause a significant negative impact to traffic along Lakeshore Drive.



Kimley-Horn
and Associates, Inc.

Trip Distribution



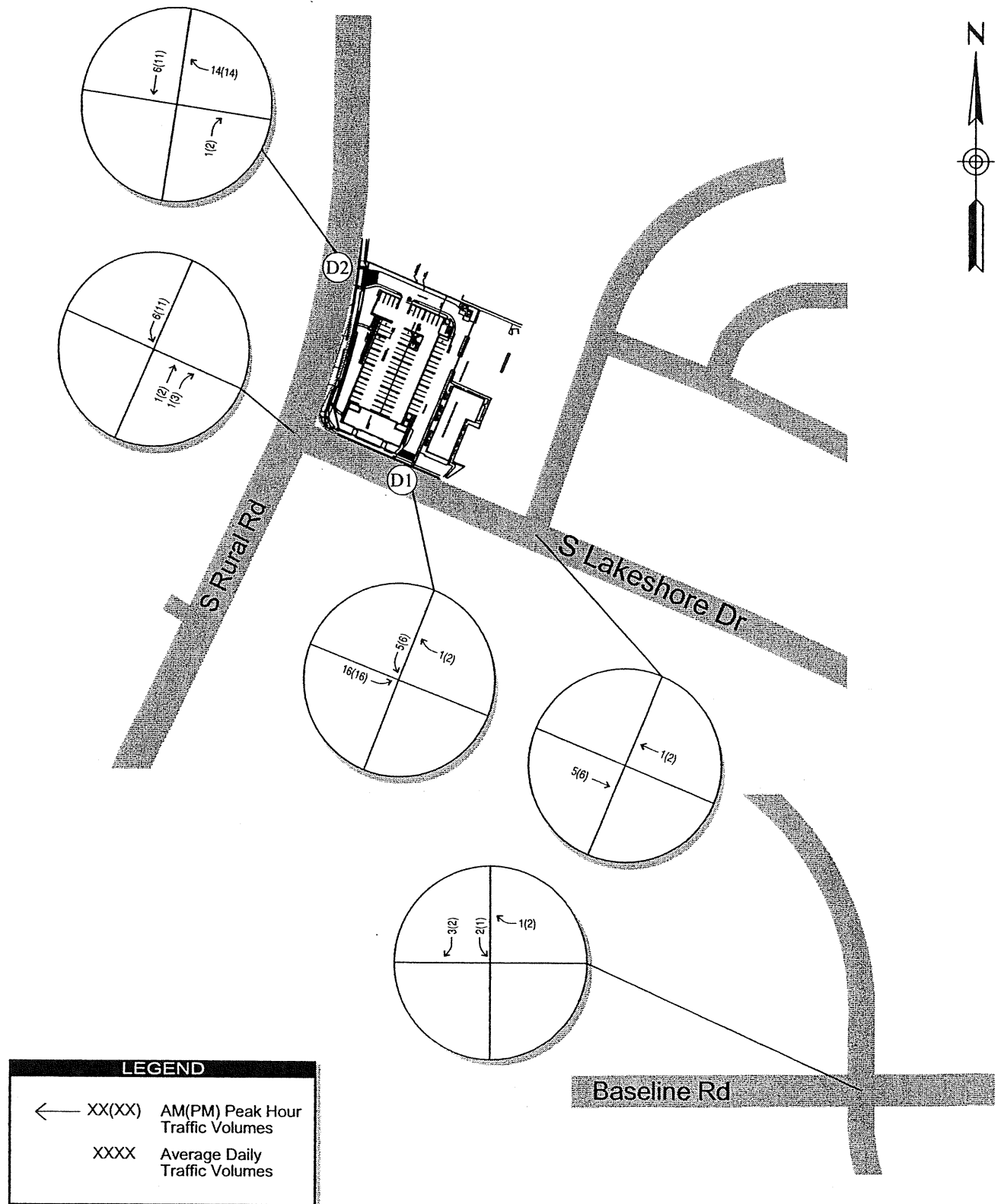
April 2007

NEC Lakeshore & Rural
Traffic Impact Analysis

Figure 4



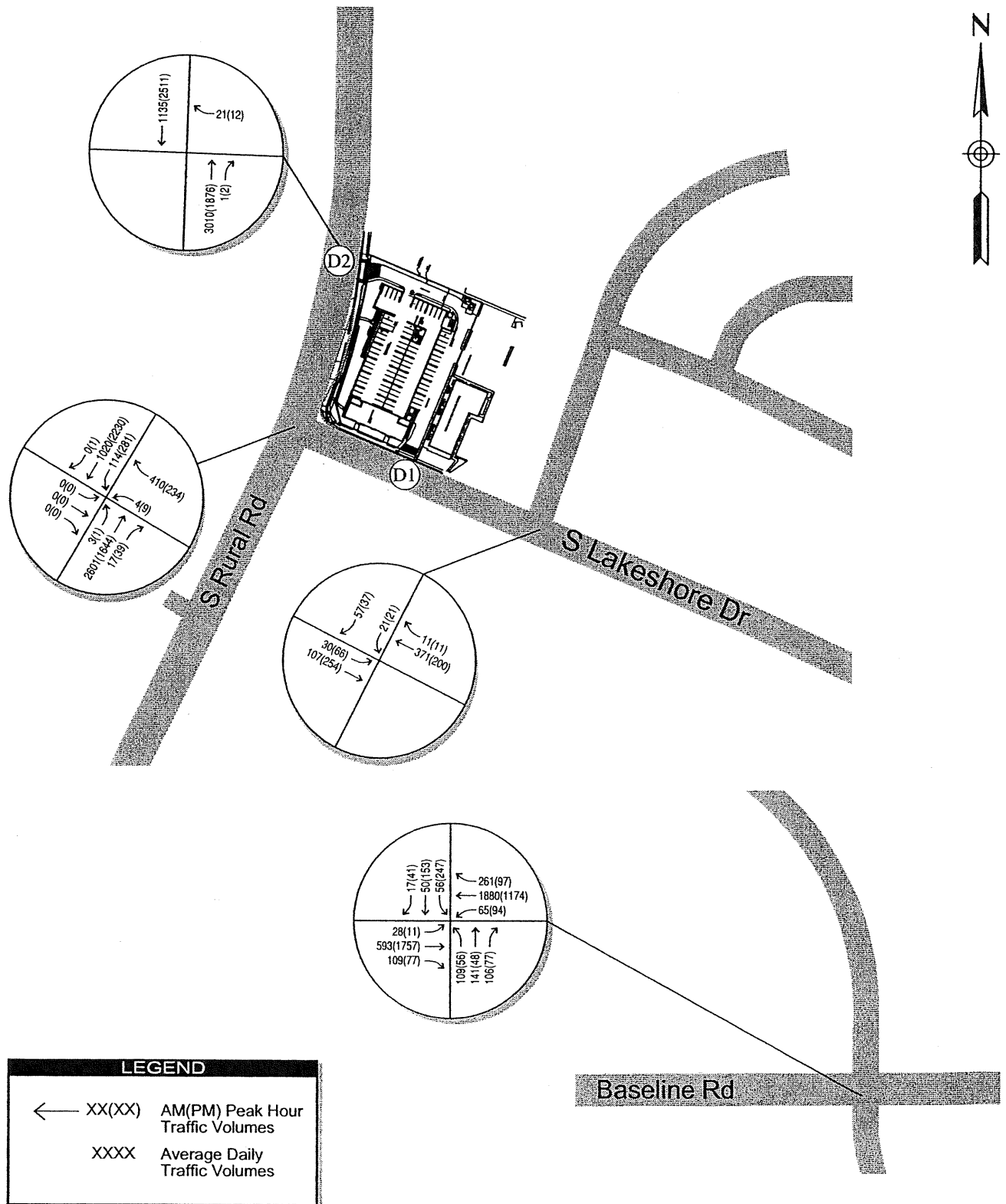
New Traffic Assignment





Kimley-Horn
and Associates, Inc.

2007 Background Traffic



April 2007

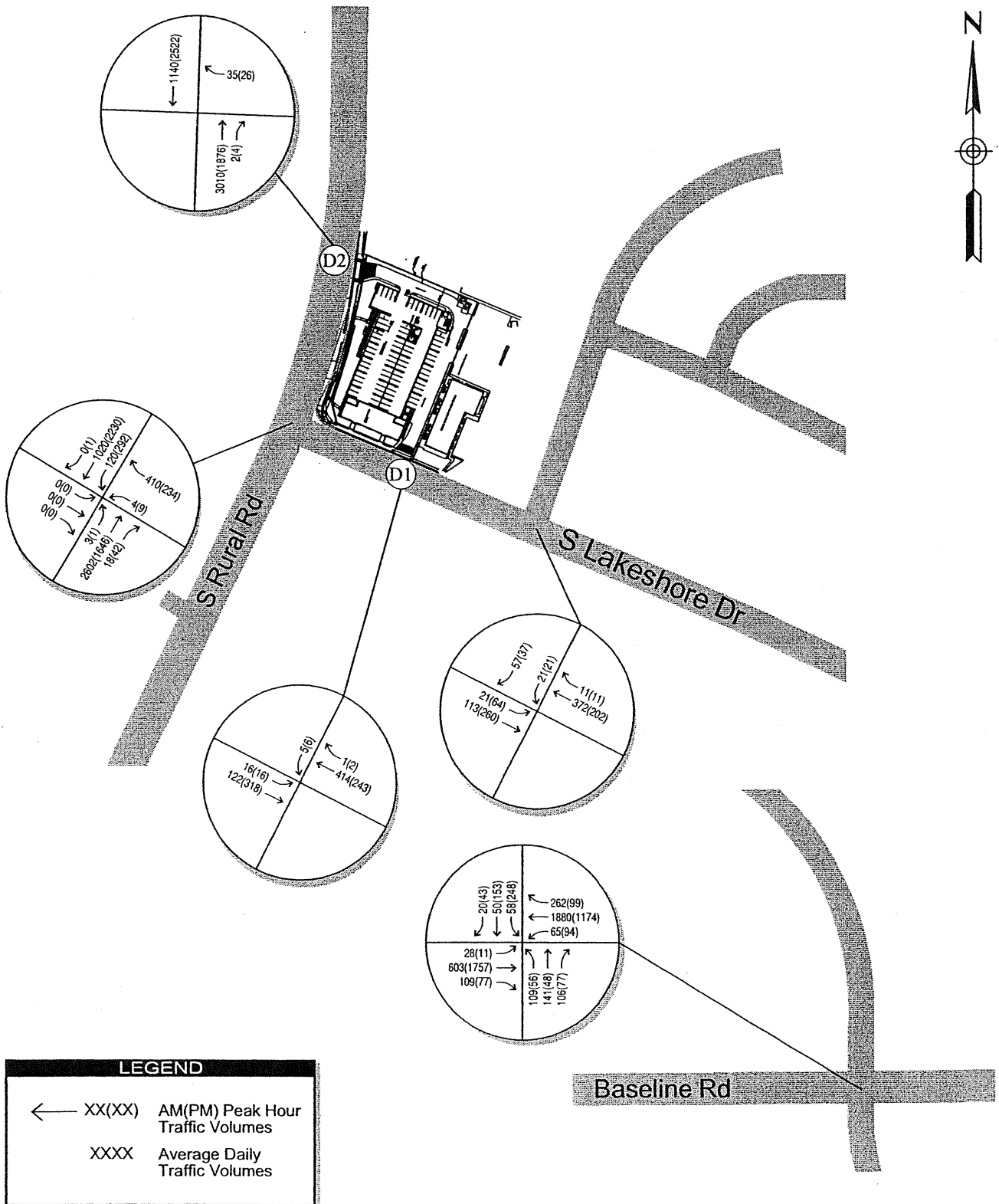
NEC Lakeshore & Rural
Traffic Impact Analysis

Figure 6



Kimley-Horn
and Associates, Inc.

Total Conditions



April 2007

NEC Lakeshore & Rural
Traffic Impact Analysis

Figure 7

Development Services
COMMENTS for DSD

Number: **DS051283**

Description of Work: CONDOS/OFFICE
Project Address: 4455 S RURAL RD
Structure:

Applicant: GAMMAGE & BURNHAM, PLC
Phone: 602-259-4422

Comments:

PLANDK 09/26/2005 RECEIVED CALL FROM DAN [REDACTED] HE ATTENDED THE NEIGHBORHOOD MEETING. THERE WERE ABOUT 30-40 RESIDENTS, WITH ONLY A FEW PEOPLE RECEIVING THE NOTICE. (300' RADIUS USED, DID NOT REACH DAN OR OTHERS INTERESTED) DAN WANTED TO UNDERSTAND THE HEARING PROCESS, WHERE HE CAN FIND OUT ABOUT HEARING DATES, AND WHAT TO EXPECT. THERE ARE CONCERNS ABOUT PRIMARILY TRAFFIC, HEIGHT, AND NUMBER OF UNITS FOR THE SITE.

PLANDK 09/27/2005 DK s/w Dana [REDACTED] who attended Neighborhood mtg and was appointed spokesperson for 20 people in attendance. Only 3 rcvd notice, however, based on 300' radius this may be the legal notification boundary. Main issues: Traffic (only one access to site reqrs U-turn where there is not room to make full U-turn and requires multi-point turn from most vehicles, traffic backing up, and having only one entrance to site). Building too tall, 20' shorter might be acceptable to neighbors. Views into backyards (privacy) (applicant denied seeing pools in yards from bldg where mtg was held) views from yards to building, and blocked view corridor of S. Mtn and sunsets. 10' plant landscape buffer too small and not enough room for plant growth. Contemporary design ok but not in context of The Lakes environment. Color shown (orange) not acceptable, don't repeat mistake of the restaurant paint color. Also concerned that units will become student rentals. DK will contact Dana when formal application is submitted. Dana wishes to speak with Traffic engineering directly about concerns.

PLANDK 09/28/2005 DK s/w Dan - notification concerns only 5 residents were notified, 30-40 residents attended developer seemed surprised, something needs to be done w/ the site, but this project is too big for the site size, it takes up the whole site, concern w/ traffic and safety, U-turns dangerous, only has one entrance to site. 1/2 the size of building would more appropriate, setbacks are too small on street front. Very massive, out of context, overwhelming scale.

PLANDK 09/29/2005 DK w/ Charlotte [REDACTED] front yard faces the project, very small site being filled with a very large building, not enough space to do what they are wanting to do, it's ok to maximize the use of the land but this seems to be overuse of the site, there is only one entrance to the property, the traffic on rural makes left hand turns impossible currently, U-turns into the existing development on the south side of the street into the parking structure is already a safety problem, there are so many existing traffic problems as the only through street between Rural and McClintock between Southern and Baseline. There is no access to or from this site without accessing the neighborhood street. Traffic flow is going to be horrendous. Stacking distance for turning isn't going to be long enough. Aesthetically this is not pleasing looking. There is only a 10' setback which is not enough for a sufficient buffer to the building. There are a lot of kids in the neighborhood, and there is a safety concern with traffic.

PLANDK 09/30/2005 DK s/w Barbara [REDACTED] has concerns about traffic, left hand turns are already impossible, amount of people proposed for condos will exacerbate

this problems, need for additional traffic enforcement. A lot of people for such a small site. Notification boundary not large enough to catch the people that will be affected by this project.

PLANDK 10/03/2005 Robert [REDACTED] - concerned with traffic, making left on Carlson and right on Lakeshore and Rural Road is already congested and this development will make the problem worse, the high rise (6 stories) is very tall, I will see this new building from front and back yard and can see the existing building from his front and back yard and does not want to look at another tall building.

PLANDK 10/13/2005 Betsy - congestion will be very bad, the # of accidents is high enough, U-turns are a problem, occupancy rates in area are already vacant there is no need to add more offices to this area, their back yard backs up to a vacant lot and the new project will look into their back yard and they have a pool and privacy concerns. The existing offices probably can already see into the yard. Is opposed to the project.

PLANDK 10/26/2005 E-mail comments rcvd 9/29/05 Dear Ms. Kaminski:
I am opposed to the proposed six-story building at Lakeshore and Rural Roads. My objections are:

The height of the building will disrupt my view of the sky and the beautiful AZ sunsets. Right now I can see the western sky from my front yard, but this building will block that view.

Also, the traffic congestion will be horrible. Right now, many commuters use Lakeshore to get from South Tempe to the US 60 and points north, and having a high density residential building here will only exacerbate the current backups that occur regularly.

Why do we need more offices in this area, when so many office spaces go unfilled on Lakeshore Dr?

Please do not allow this building to be erected.

Thank you,

KoLynn [REDACTED]
[REDACTED]

PLANDK 10/26/2005 e-mail comments rcvd 9/28/05

Hi, My name is Florecita [REDACTED] and I own the property at [REDACTED]
I would like to express my feelings to the construction of this tall building in our neighborhood.

I do oppose the construction of this building in our neighborhood for the same reasons mentioned or addressed during the meeting. The traffic issues of U-turns in and out of this building as we already face the same problem with all the traffic going in and out of the building across 4455 S. rural on Lakeshore.

The size of this building will absolutely disrupt our neighborhood's peace and quit.

Our privacy in our own backyard will be compromised.

This is a residential area and big tall buildings like this should be built somewhere else and not in our neighborhood.

sincerely

Florecita [REDACTED]

PLANDK 10/28/2005 Jack [REDACTED] (one of original residents of area) sent a ltr to Gammage and copied planning staff regarding the project. History of Lakeshore & Rural was that residents requested a traffic signal in 1970s and the street was supposed to be built with conduit so that if traffic warranted it, a light could be added later on. (Harvey Friedson involved with the case) engineers didn't want a light because of impeding flow of Rural Rd from the fwy. Traffic counts on Lakeshore may not reflect actual conditions, because traffic goes south east (left on lakeshore to Baseline) in order to avoid dangerous left turn condition on Rural &

Lakeshore. Need traffic counts on Baseline and Lakeshore also, to accurately reflect conditions. (traffic report will indicate no lefts on Rural so there's no problem).

U-turns are a problem because it is a tight turn, most people have to back up and do a multi-point turn.

Concern about office below and 80 residences above, not concerned with actual traffic counts, more concerned w/ the limited access off of lakeshore, not enough room for a median break because of the stacking distance needed coming off of Rural Rd. The issue is safe ingress and egress of traffic.

PLANRL 12/28/2005 Received call from Sharon [REDACTED] She is opposed to high density projects. [REDACTED]

PLANDK 02/01/2006 DR Horton staff met w/ DK, SV & LC re: another proposed project, at end of mtg. DK inquired about preliminary site plan resubmittal of Rural Rd project and whether the site plan or density had changed since last submittal. Planner indicated no changes to site plan or density. DK let the group know that there had been significant public input received since the neighborhood meeting, and that it was not positive. DK also indicated staff concern for the intensification of this site to the proposed density.

PLANDK 04/03/2006 Applicant held 3rd meeting with residents and presented a different plan.

PLANDK 02/27/2007 Another neighborhood meeting held 2/27/07 based on revised site plan and elevations, including a reduction in building height and density, and modified building design.

PLANDK 05/21/2007 4/25/07 REVISED PROJECT SUBMITTED:

REDUCED # OF UNITS FROM 100 TO 30

REDUCED HEIGHT FROM 70' TO 50'

REDUCED OFFICE AREA FROM 8,700 TO 7,000 S.F.

REVISED TRAFFIC STUDY BASED ON NEW PROPOSAL

Applicant resubmitted for processing, including drawings shown to residents at neighborhood meeting in February. Routed plans through SPR for review and comment.

PLANDK 05/23/2007 5/21/07 DK s/w Naida [REDACTED]

She would like a copy of the minutes from the latest neighborhood meeting hosted by the applicant: I will forward when available. She has concerns about the existing landscape not being maintained, dead trees and irrigation turned off, which will make the remaining landscape die. They should be held responsible to maintain the property even if they are planning to redevelop the site. Concern about the proposed use, density and building height of residences, and the character of the development. Will come in on Friday to review plans. DK forwarded complaint about landscape to KM in code enforcement for follow up.

NEIGHBORHOOD OUTREACH SUMMARY

PARTIES NOTIFIED

- City of Tempe
- All property owners within 300 feet of the property
- Neighborhood Associations within 600 feet

NOTIFICATION AND INFORMATION PROCEDURES

The Applicant sent a notice of neighborhood meeting by first class mail to each real property owner on the last assessment of the property within 300 feet of the proposed applications. A copy of the letter and attachments is included as part of this summary report.

Four neighborhood meetings have been held – September 22, 2005, December 7, 2005, April 3, 2006 and February 27, 2007. The meetings were held at the DR Horton corporate offices located directly across the street (4500 S. Rural Rd., Suite 600).

SITE POSTING

A minimum 16 square feet public notice sign was posted on site notifying the community of the neighborhood meeting. This sign will be updated to reflect calendar changes for public hearings if so needed. The sign was posted not less than fifteen (15) calendar days prior to the neighborhood meeting. A photo of the most recent sign posting is attached.

NEIGHBORHOOD MEETING TOPIC & RESULTS

During the first three neighbor meetings, traffic was the issue most frequently raised. The applicant responded by designing a median break from Lakeshore Drive for the project and adding a right-in, right-out driveway from the site to Rural Road. In addition, the neighborhood expressed concern regarding the construction of a 7 story project. As a result, we have significantly redesigned the site based upon the input received from the neighborhood, decreasing the height to four stories, and fifty feet.

Three neighbors attended the most recent neighbor meeting in February. Staff presented the most recent site plan and summarized the recent project revisions. Comment cards were available for neighbors, but none were filled out. A copy of the sign in sheet is included as part of this summary.

TIMELINE

- Neighborhood meetings were held on 9/22/05, 12/7/05, 4/3/06 and 2/28/07, as mentioned above.
- Additional neighborhood meetings will be scheduled if so needed.
- This neighborhood meeting summary was submitted to the Planning Department on May 22, 2007, which is prior to the Development Review Commission hearing.